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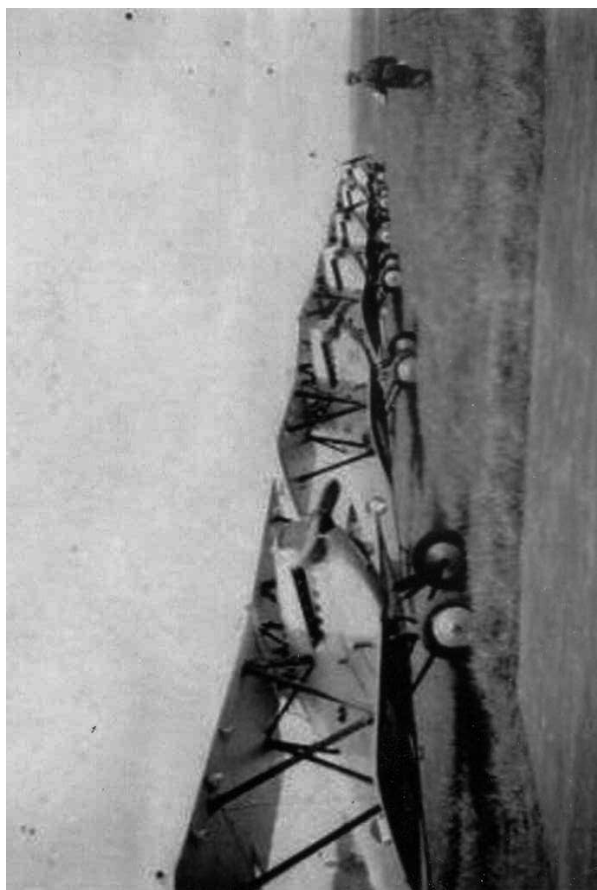
Fiat CR.20 Part 2: Lithuania and Austria
Luis Tuya: South American Paladin
ISAF Emblems and Unit Badges
The LVA in 1916: Part 1

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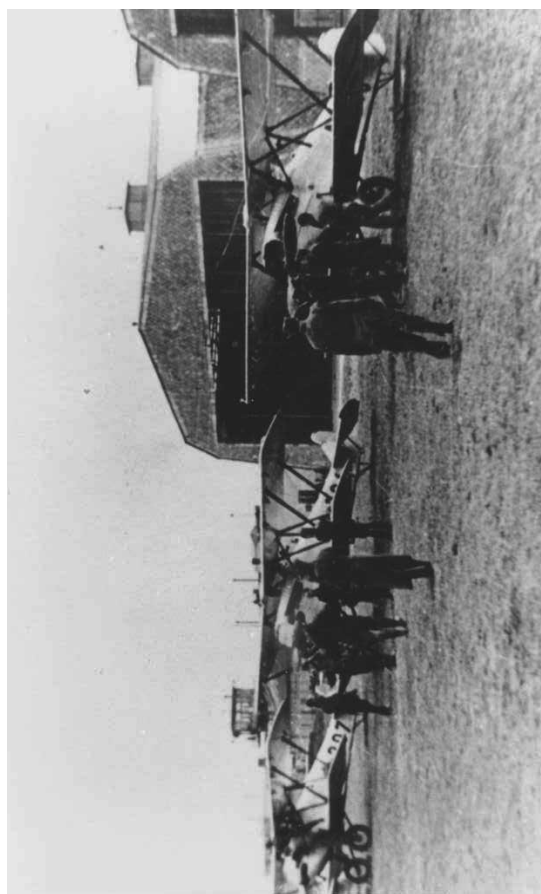
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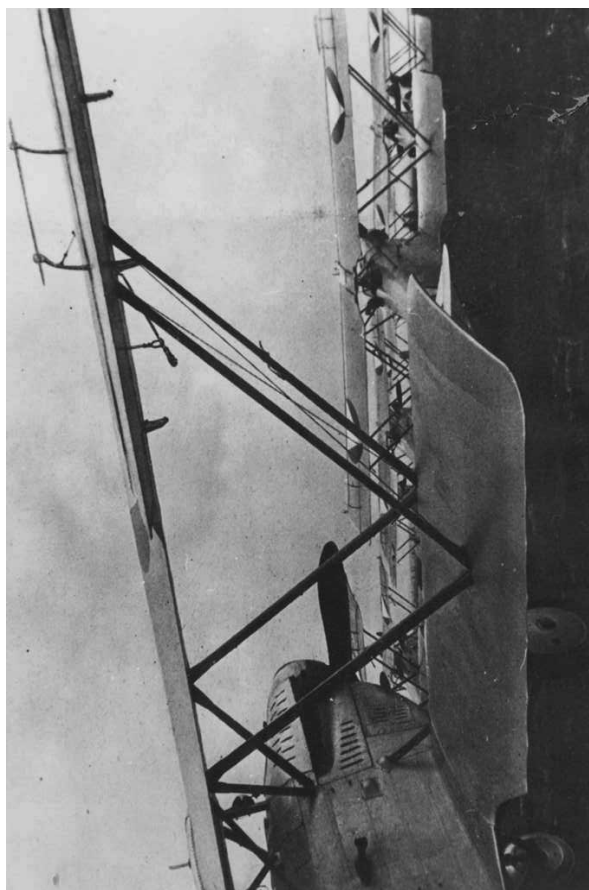
The transport of an Austrian Fiat C.R.20bis by a half-track vehicle. (Stefan Reitgruber)



A line up of Austrian CR.20bis (Jerzy Bukiewicz)



Austrian CR.20bis. (Hans-Jürgen Becker)



Austrian CR.20bis in 1937. (Wernfried Haberfellner)

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearinghouse

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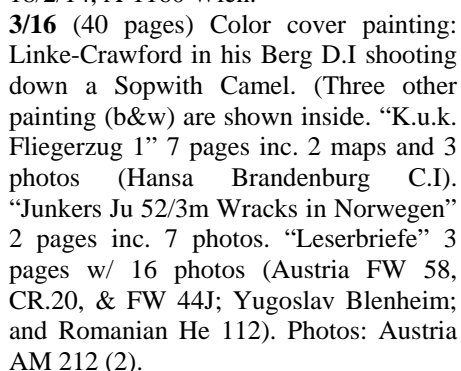
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THE SYDNEY AWARD: This is a quarterly award given to a member who has consistently provided excellent articles for publication in SAFO. The awards consists of a one-year subscription to SAFO and is funded by the Richard E. Cross and Naidene Denton Cross Memorial Fund.

The honoree this quarter is Doug Dildy who has published numerous articles in SAFO including his latest – the monumental multi-part study of the North Korean People's Air Force in Combat..

COVER COMMENTS: Part 2 of Rudolf Höfling's story of the Fiat CR.20 describes the CR.20 service in Lithuania and Austria. In April of 1936, the Austrian Federal Army ordered 34 Fiat C.R.20bis, C.R.20bisAQ, and CR.20B. The photo on the cover of this issue is an excellent depiction of an Austrian CR,20bis in flight. Photo from Wernfried Haberfellner via the author Rudolf Höfling.)



FRANCE

AVIONS: Toute l'Aéronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 71 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com. **#213 Septembre/Octobre 2016** (94 pages) "Le Grumman F6F Hellcat dans la Seconde Guerre mondiale (3^e partie)" 20 pages inc. 31 photos and 14 color profiles. "L'aviation américaine face à Daech" 10 pages on American aviation in the fight against ISIS inc. 30 photos and table listing the units involved. "5318th Provisional Air Unit (1^{re} partie)" 20 pages on the USAAF in Burma assting General Wingate and his Chindits inc. 43 photos and 6 color profiles [B-25H, P-51A (2), C-47A, Waco G-4A, & Stinson L-1] "1940-1941, quand le Whirlwind récolte la tempête" 7 pages

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Maggio 2016 (100 pages) Color photos: Saudi KC-130J; Canada Bell 429; Azerbaijan MiG-29 & Su-25; and Venezuela Hongdu K-8W. "VKS: cambio di passo in Siria" 4 pages inc. 9 photos (Ka-52, Mi-28N, Su-24M (2), Su-25SMU, and Il-76). "Il restauro di un AVIA FL3" 4 pages inc. 5 photos. Incidenti Militari: 1½ pages inc. 5 photos (India Cheetah, Iraq AC208B & Mi-35M, UAE Mirage 2000, Ecuador Avia 201).

Giugno 2016 (100 pages) Color photos: Brazil Bandeirante IC-95; Japan Mitsubishi F-2; and Netherlands KDC-10. "Ha volato lo stealth giapponese X2 Shinshin" one page inc. 2 photos. "Dranken International i nuovi aggressors" 6 pages inc. 12 photos (RNZAF A-4K, MB-339C, Polish MiG-21, Aero L-159, etc. "FIDAE 2016" 4 pages inc. 10 photos (Peru KAI KT-1P Torito and C-27J, Brazil Super Tucano in Esquadrilha da Fumaca new colors, Chile Super Tucano, PBY-5A Catalina, & AW139). "Il mistero di Alberto" one page inc. two photos of Italian Farman MF 44 interned in Swiss markings. "Gli NH90 dell'AVES in volo sull'An-124" 2 pages of Italian helicopters shipped to Iraq in Russian transport planes inc. 8 photos. "Incidenti Militari" one pages inc. 4 photos (Paraguay T-35 Pílan '0105', Chile SA330L Puma 'H-264', Libya Mi-14PS, and Ecuador Sabreliner 40A 'FAE-047').

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The LVA in 1916

Part 1

Frits Gerdessen

[Editor's notes: This is the 1916 chapter of Frits Gerdessen's monumental study of the history of the (LVA) during World War One. Earlier chapters are found in SAFO #154 (October 2015) and #156 (April 2016).]

The year 1916 saw many changes in the LVA. Personnel had increased from 81 to 294, with officers increasing from 32 to 41. This was accompanied by building new barracks: in April for 50 men and in September for 149 men, as well as officers' quarters - until then, officers had lived in boarding houses. In addition, more hangars were built, as well as a garage, houses for senior NCO's, and the workshops were extended. The Dienst der Genie built its own office on the base as it became impractical to survey the ever increasing building activities from Amersfoort.

Also, new service branches were started which in due time had their own buildings - transport, photography, radio, instruments workshop, engine workshop, etc.

A new fuel depot was built with two explosion-proof tanks. Before then, fuel was stored and transported in cans and barrels. The fuel was obtained from the trade company NV Acetylena and came from a small refinery at Pernis, Rotterdam (later Shell).

One important service was organised as late as 1919, the Vliegmedische Dienst (Medical Service). Of course, some medics served with the LVA before then, but the doctors were initially a local family doctors, whose whereabouts always had to be known. Of course, the C.LVA tried to recruit military doctor, but none were interested. In 1919, the medical service was organised by res.lt. P.M. van Wulfften Palthe, who had completed his medical studies.

Reorganization

The expansion of the service required changes in the organisation. On 1 February 1916, a Vliegtuig Afdeeling (VA = Flying unit) was formed, commanded by Lt. van Heijst, who also served as an instructor. This unit was comprised of pilots who were not in a detachment. The idea was to find out how to work with and within operational units. The 2nd VA was formed 1 September, with Lt. Versteegh as commander and instructor.

At the same time, personnel was organised in a company, commanded by Lt. A. Coblijn. This hussar was not too popular. He introduced cavalry orders which were not appreciated by the men from other army branches, like infantry, artillery, engineers etc. In addition, the cavalry considered itself the top of the army and all ranks looked down on the other services. This often strained relations

among the other ranks. (Note 1) Both VA's remained based at Soesterberg.

On the landing ground at the Oldebroek artillery range (Legerplaats bij Oldebroek = LbO) a hangar was ready in March. Often aircraft were based there for artillery observation.

The LVA had no problem in attracting personnel. Many craftsmen in the mobilised army were interested and their number was such that the C.LVA could pick the best. He interviewed each candidate for their skills and motivation. Once accepted, the men had 3 months probation and then could be contracted for 2 years. Despite the number of applicants the C.LVA sometimes had to advertise for personnel with special skills.

Aircraft inventory

The LVA started 1916 with 19 aircraft - Farmans HA.20: LA3/4 and K3 (NEI), and HF.22: LA6/11, LA15/19, and M1/2 (Navy), as well as 3 interned aircraft: Albatros B.I LA12 and Avro 504 LA13/14. Six more usable aircraft had been interned in 1915 and were bought in 1916.

Early in 1916, Trompenburg delivered HF.22 LA20/21, LA26/27 and later, on in a separate order, the naval M3. In addition the LVA built two more from spares and parts: LA30 and LA32. Most likely, LA17, which had broken its back, was used to build one of them.

The colonial HF.20 K3 was replaced by HF.22 K4. Apparently the LVA exchanged a Farman. According to photos LA21 is an HF.20, whereas the colonial K4 was an HF.22.

During 1916 the LVA lost 5 HF.22 in crashes and mishaps: LA6, LA8, LA17, LA19, and LA30.

Thus at the end of the year, the LVA had 31 aircraft: 3 HF.20, 11 HF.22 and 17 interned aircraft, 6 of which would be bought in 1917. In addition, there were 3 naval and one colonial HF.22. The LA-serials had now reached LA39. 8 aircraft had been w/o.

Pilots

Holland had 18 military pilots by the end of 1915: LVA 11, Navy 4, and Colonial 3. Of these, Lt. Hofstee was badly wounded in a crash on 27 September, and had to stop flying. 3 more pilots were from abroad (USA and France). At the end of the year there were 15 officer pilots with 5 under training.

Interned aircraft

This year, 10 aircraft were interned, of which 8 were in good shape. Two were bought in 1916 and six in 1917.

In all, 8 interned aircraft were bought in 1916: LA22 Voisin LB.4 (the Kitchen Truck), LA23 REP Parasol, LA24 BE.2C, LA25 LVG B.I, LA28 Albatros B.III, LA29 LVG B.II, LA31 Albatros B.II, and LA35 Morane L.

The parasol-winged Morane L was converted into a shoulder-wing aircraft. At least serials LA33 (Sopwith 1½ Strutter) and -34 (Fokker A) had been allotted in 1916, before the planes were bought.

The aircraft interned in 1916 were most welcome, especially two Sopwith 1½ Strutters, a German Aviatik C.III, and a Belgian Farman F.40. The German B-type trainers were among the best available, and there was the first Fokker. (Note 2) Of these 8 aircraft, Albatros B.II LA31 and LVG B.II LA29 were bought in 1916, the other 6 in 1917: Sopwith 1½ Strutters LA33 and LA38, Aviatik C.III LA36, Fokker A LA34, Farman HF.40 LA37 and Albatros B.II LA39.

For conversion from the Farman to tractor types some interned aircraft were fitted with dual controls, most likely the Avro 504 and Albatros B.II.

From two wrecks interned in 1916, the engines were recovered and bought. No doubt, other materials and parts recovered from the wrecks were put to good use (fuel and oil tanks, piping, linen etc.). Remaining fuel and oil, always in short supply, were carefully tapped.

A new airfield: Schiphol.

In case Holland was dragged into the war, the LVA might have to abandon Soesterberg, so as early as August 1914 an airstrip was selected near Amsterdam. However, since Holland remained outside the conflict this field was not needed. Yet studies continued for a suitable site, and in 1916 a site was chosen in the Haarlemmermeer polder, near Fort Schiphol. On 21 April 1916, all 12 ha (200 x 600 m) was bought from farmer Knibbe. Soon a contractor started to build four wooden hangars. These were completed in time for exercises in September 1916. In 1917, the field was extended by requisitioning and in 1918 had an area of nearly 77 ha (ca. 800 x 900 m).

Engine problems

By the end of 1916, the LVA was in dire straits. The C.LVA reported that of the 30 Gnome engines he had received, 10 had been written off and another 10 were only safe for local flying. Thus, only 10 remained for operational duties. It became necessary to use more and more of the interned aircraft which had more reliable engines for operational flights.

As far as can be determined, the LVA received following 80 hp Gnomes:

3 in 1913 with the 3 HF.20

2 in 1914 with the 2 HF.22

1 in 1915 with Leo van Steijn's HF.20 (K3)

19 in 1915-16 from the factory

1 brought by ir. J. Rozendaal from Germany (an Oberursel)

2 in 1915 in interned Avro 504

2 in 1915 from the colonial Brouckères

Of these engines, 25 factory numbers are known.

The Farman contracts in 1913-14 did not mention spare engines. The planes had to be delivered with engines, each engine with an appropriate set of tools and accessories. The spares mentioned in the contract were aircraft parts etc. and did not include engines.

All 50 hp and 60 hp Gnomes apparently were w/o in 1915.

In November 1916, the Naval Staff received information about aircraft and aero engine production in Sweden. There were two factories: Aktiebolaget Enoch Thulin Aeroplanfabrik (AETA) in Landskrona, headed by Doctor/pilot Enoch Leonard Thulin, and Södertelge Verkstäders Aviatikavdelning, led by aviation pioneer Flygbaron Carl Cederström. AETA was the most promising.

Early January 1917 this possible source of equipment was discussed and it was decided to send a committee to Sweden.

Equipment

In 1915-16 sgt. ir. N.E. Groeneveld Meijer had presented his semi-automatic bomb-sight, which was adopted by the LVA, but it was not yet ready for production. (Note 3)

Several aircraft had bomb-racks fitted and bombs were thrown, but bomb-sights are not mentioned.

The problem of communication between pilot and observer seemed to be solved with the thermotelephone. This device was in use in fortresses and enabled communication during artillery fire. The first demonstration, on 3 February 1916, was most promising. During this demonstration, the C.LVA was able to talk with Lt. van Heijst standing beside a running aero engine, whereas bystanders could not understand a word. Thus, a set was ordered and tested on 25 February, but did not give acceptable results. Further tests had no success and the idea was abandoned. Until 1940, two-seaters had no intercom, not even a speaking tube. (Note 4)

The Donath signalling lamp could be copied in Holland, but not its special bulbs.

In mid-1915, the LVA experimented with aerial photography with satisfactory results despite that the cameras were not quite suited for the job. Special cameras were ordered from Switzerland, but well before these

arrived an excellent German camera was interned one 28 August 1915. (Note 5) This camera was copied, but it took time for the the optical parts to be obtained from France. Anyway, the observers had sufficient cameras for training.

A German w/t set was interned on 1 December 1915. (Note 6) This was fitted in an Avro in February and successfully tested. Ten were ordered from the Nederlandsche Radio Industrie, but none arrived in 1916. One thus had to continue with the not too reliable skywriting.

In the summer, satisfactory tests were made with carrier pigeons in co-operation with the Rijkspostduivendienst (State carrier pigeon service). It was decided to build a pigeon-loft and train birds.

Aircraft from France

On 9 June 1915, Lt. J. Labouchère departed for Paris. He was initially charged with the acceptance of the ordered Gnome rotaries. Labouchère was posted at the Dutch Embassy and charged with the purchase of equipment and materials, and to report extensively on everything of aeronautical importance, and on the availability of aircraft. He also reported on the economic situation, prices, availability and scarcity of goods, etc.

On 2 May 1916, the C.LVA sent another proposal to the OLZ for the purchase of aircraft, engines and equipment. Three weeks later, the OLZ authorised the C.LVA to purchase 10 aircraft and 38 engines.

After receiving the approval of the War Ministry, Labouchère went into action at once. On 19 June, he reported that the Caudron G.4 was the best available recce plane and the Spad was the fastest fighter, but no doubt not available for export. The next best were the 110 hp Nieuport and the 110 hp Morane two-seater.

The Dutch Government applied for 5 Caudrons and 5 Nieuports, but by 6 September the French Government had not yet reacted. Yet there must have been contact on a government level, as in December 1916 an amount of f 1.000.000 was mentioned in the 1917 State Budget for the purchase of 5 Caudrons, 5 Nieuports, 8 Le Rhône rotaries, guns, and radio sets. (Note 7)

In December 1916, the C.LVA apparently became impatient and on the 26th sent Labouchère a telegram demanding to explain what he was doing.

Around New Year 1917, the French government gave an export license for 10 Caudrons, 5 Nieuport 23 (120 hp) and 5 Nieuport 21 (80 hp). The 10 extra aircraft were from an unfulfilled Rumanian order. That country had been occupied by the Central Powers and delivery was impossible.

These planes (10 Nieuports and only 5 Caudrons) arrived in November 1917 at Vigo in Spain to be shipped

to Holland. They arrived (at last) at Soesterberg in June 1918. (Note 8)

Trompenburg

Early in 1916, the Farman production was at its end. The type was outdated and the supply of Gnome rotaries from France had stopped. Yet one more HF.22 was built for the Navy: M3. (Note 9) The C.LVA suggested to order some more Farmans, to prevent the experienced working force being discharged. Plans were drawn up to build the Sopwith 1½ Strutter and a landplane fighter, derived from an interned Sopwith Baby 8140, the so-called S.L.J. (Sopwith Land Jager). The Baby was interned on 27 April, salvaged from the North Sea, but once checked proved almost irreparable. Its Clerget rotary had survived the ordeal. The plane was copied (but not bought) and the copy ended up with the Navy with serial T-1. Trouble with these plans was that no suitable rotaries (110 hp) were available.

In April-May, a discussion in the newspapers arose about the situation of the LVA. This was caused by the tour on 6 March 1916, in which 9 Farmans took part. There was no criticism of the crews, who did their utmost with the obsolete equipment available, but the blame was directed to the ministry, army leadership, etc., who did not provide the LVA with adequate equipment.

Trompenburg director, Henri Wijnmalen, fully admitted the poor state of Dutch aviation, but noted that the LVA had considerably expanded from 1914 both in equipment and personnel and it had a competent technical service. And there was now an aircraft factory in Holland. And he told that at the time Trompenburg had started construction of a completely new aircraft.

This new aircraft was a single-seater biplane with 80 hp Gnome, the V.1, designed by H.A. Vannehard, who had much practical experience but no theoretical education. (Note 10) This project did not progress smoothly and the C.LVA had misgivings. In September, the plane came to Soesterberg. There it became clear that the u/c legs were too short - the propeller was hitting the ground. The plane was sent back to the factory, where longer legs were fitted and other modifications made. Also load tests were carried out on the wings, with disastrous results. New wings had to be made. Early in 1917, the plane was again tested.

Naval air service.

A seaplane base was built near Amsterdam, at Schellingwoude, where in 1916 the first seaplanes were flown. This base had no slipway. Aircraft were hoisted in and out of the hangar. By the end of the year, the navy had only 3 seaplanes: White & Thompson G-1, FF 19 R-1, and an FF 29 S-1 interned in 1916. (Note 11) There were many

technical problems and mishaps. The LVA gave assistance with repairs and overhauls

The Sopwith Baby which was interned on 27 April, was unusable and it wasn't until 1917 until a copy of this plane could be flown.

On 24 January, the crew of the lightship Noord Hinder observed an abandoned flying boat, RNAS FBA 3113. They boarded it and took a machine gun and some other objects. Later, 3113 was salvaged by the Royal Navy and scrapped. His Majesty's Government was not amused about the "stealing" and the Foreign Office had to put things right.

On 19 September, famous German pilot, Oberleutnant Wolfgang von Gronau, (Note 12) was rescued with his shipmate Matrose Menzing by the lifeboat Brandaris from Terschelling. Their FF 33E 471, was run down by the Brandaris. The crew was released.

Also remarkable, was the interning of Fl.Lt. C.T. Freeman, who was rescued from his Bristol Scout 8953 on 2 August. Freeman succeeded in attracting attention from the Belgian SS Anvers with pistol shots. He was brought ashore with his plane, the wings of which had been cut off, and released on 6th. Freeman told he was on a test flight, but in reality he had come from the aircraftcarrier Vindex and had attacked, in vain, the airship L17 with darts. His plane was most likely useless and scrapped.

In 1916 the first naval NCO's arrived at Soesterberg for flying training.

Detachments

On 10 June 1916, the detachment at Vlissingen was posted again. The first pilot was LTZ K. Muller. This detachment was soon involved in salvaging interned aircraft in the area, being the first on the site. Interning squads from Soesterberg finished the jobs.

The detachments were quite independent. As early as 1915, the detachment at Vlissingen had its own letterhead. On 10 May 1916, the LVA wrote to Gilze-Rijen that the printing of a letterhead and a stamp would not be paid for. On the same day, Kemperheide was ordered to perform small repairs by itself. On 28 October, Gilze-Rijen and Kemperheide were ordered to send in the motorbooks and lists of operations.

A plan to withdraw the Kemperheide detachment in winter 1916-17 was withdrawn.

Transport at Gilze-Rijen apparently gave problems. Around 1 July, the Motordienst drivers were replaced, but on 26 August the Motordienst informed the C.LVA that the trucks were not in good repair. On 30 August, two drivers were sent back to the Motordienst.

The unit at Gilze-Rijen had to be withdrawn as on 24 December the hangar that was still being rented from Van Meel at f 150 per month, collapsed in a heavy storm.

Farman LA32 was damaged, but could be repaired. A new (now LVA) hangar was built in 1917, but the detachment was not continued. No doubt the civil administrator Bram Olthoff was discharged.

The position of the ENV, which had started and hired Gilze-Rijen airfield back in 1910 until 1915, is not clear. Apparently Van Meel took over the lease of the field. Of course when the LVA took over, all became different. The ENV was no longer heard of.

J.D. (Joop) Carley, who started an aircraft factory at Ede airfield, later bought the inventory that Van Meel left behind, including an Antoinette, once used by aviation pioneer ir. G.P. (Gijs) Küller.

Apart of patrols, all detachments took part in local army exercises. The air- and ground crew were regularly relieved.

Generally, the pilots and observers at the detachments are known. The aircraft are only known when a mishap was reported.

Operations

1916 started with very bad weather and heavy storms, which hardly allowed flying. The observer training was thus severely hindered.

On the night of 13-14 January, many dikes around the Zuider Zee broke and considerable areas were inundated. This was a major disaster with enormous damage and some 50 deaths on land and at sea. The army and navy were active with rescue and repair. The LVA could only give minimum assistance. The weather made recce flights almost impossible. Only near Amersfoort and Rotterdam were some photos were made. (Note 13)

On 6 March, a military tour was held with 9 Farmans, which attracted much interest of public and press. The idea was to show what the LVA could do. The crews had to fly a prescribed route, make observations, and bombing attacks (with flour bags). It was very cold. The Farmans landed at Gilze Rijen on Scheveningen beach where Queen Wilhelmina, her husband Prins Hendrik, Gen. Snijders and the C.LVA were among the officials present. There was criticism after this exercise, not of the personnel, but on the bad situation of the air defence.

Before this tour, which was postponed twice due to bad weather, 7 Farmans flew from Soesterberg to Gilze Rijen and back.

Later, the LVA often took part in army exercises, with up to 4 aircraft. Sometimes the crews were advised to take a food parcel with them. Also the detachments often took part.

Several times, weather and technical problems intervened, causing aircraft to return to Soesterberg or make forced landings. A few times adverse weather prevented flying for a week or longer.

On 7 September, the first exercise was held with the newly founded Luchtwachtdienst (Observer Corps). The next was held on 15 November with 9 aircraft flying prescribed routes.

The new air base at Schiphol was first used on 19-21 September for manoeuvres around Amsterdam. Taking part were 3 Farmans. LA4 (Lt. Roeper Bosch), LA16 (Lt. Drost) and M2 (LTZ Muller). LA11 (Lt. van Oosten) was held in reserve. Ground crew comprised 8 men with a truck and trailer. No doubt they had ample supplies, bedding etc., as Schiphol at the time was far from civilisation. Of the 3 observers, kpt. Hardenberg and Lt. van Ede van der Pals later went for the army manoeuvres to Waalre.

During manoeuvres, the LVA often used improvised fields where tents were erected. The personnel was billeted in boarding houses and private homes (officers usually with the local elite). Willem Warnaar took part at Waardenburg 24-26 October, as crew chief and passenger with Lt. Coblijn Jr. They got on very well. The other pilot was Lt. Duinker. There were five observers and they used Farmans LA11 and LA27. The planes arrived just before the trucks, and the crews pointed out where the hangers were to be erected.

Once the planes were in their hangers, the local constable brought a list of boarding houses. Warnaar and two colleagues were sent to a pub. The landlord brought them to a loft under the bare roof tiles, with three iron beds and poor blankets. Washing had to be done at the pump outside and food would be provided in the pub. But the landlord was far from having a meal ready and thus the hungry corporals went to the village and bought bread. The baker asked where they were billeted and whether they got food there. He shrugged his shoulders and smeared on extra slices of cheese. Warnaar asked whether they could be billeted there and after consulting his wife the baker agreed. The men immediately went to Lt. Coblijn. After he consulted with the constable, the men arrived back at the baker's whose wife had prepared a big pile of pancakes. The landlord of the pub was severely reprimanded.

Warnaar, who had to consult Lt. Coblijn regularly, was invited to stay in Lt. Coblijn's comfortable boarding house, but he preferred to remain in the kitchen, with the maids and titbits..... (Note 14)

On 14 November, a major Luchtwachtdienst (Observer Corps) exercise was held, with 9 aircraft flying from the Kemperheide, Geldrop, and Gilze-Rijen. The pilots the pilots were advised to take provisions with them when departing from Soesterberg.

On 27 November, the Order Book stipulated that on the 29th at 0930 hours 23 aircraft had to be lined up in front of the hangars with prescribed armament and equipment, all with crew in flying gear, some with cameras. Aircraft with bomb gear had to carry dummy bombs. Arrow boxes had to be at hand. All except Farman LA9 (bombs and wireless)

had a gun (Madsen, Lewis, carbine). The REP LA23 carried a large bomb and a Hotchkiss gun, the BE.2C LA24 a carbine and bombs. In all there were 21 LVA aircraft: (11 Farmans, 10 interned), one naval Farman (MA3) and the colonial Farman K4. This was not recorded in the Diary of the C.LVA and the monthly reports, but the reason is unclear. Newspapers do not mention a visit by top brass.

On 23 November, the Order Book mentioned that three Farmans had to be tested on the 29th. Ing. Vreeburg would give details. No other details are known. These Farmans were also in the line-up: LA16 and LA27 with roetapparaat and LA9 with bomb gear.

Twelve aircraft were not in the lineup, of which at least 2 were under repair (Farman LA7 and Strutter LA38), one just arrived (Albatros LA39) and 2 detached (incl. LA32 at Gilze-Rijen).

In December, orders were issued about the distribution of the Gnomes and aircraft. On the 20th, 16 Motorbooks had to be handed in at the TD. On the 22nd, unit commanders/instructors Lts. van Heijst (1 VA) and Versteegh (2 VA) were each allotted 4 school engines and 2 Farmans, Van Heijst LA10 and LA26 and Versteegh the LA7 and LA14. The navy received 2 school engines.

For cross-country flights and observer training, 8 Gnomes and 4 Farmans were allotted: LA11 and LA27 in 1 VA, LA4 and LA16 in 2 VA. The 8 Gnomes included those interned in the two Avro 504 in 1915.

In addition, 9 pilots (8 LVA, 1 navy) had an interned aircraft allotted, 5 of them a German type. LTZ Nieuwenhuis received the BE.2C LA24.

The activities of the LVA were often mentioned in newspapers. For example, the local newspaper at Heusden, which is on the route Soesterberg-Gilze Rijen, recorded many aircraft passings with the utmost accuracy, for example: 5 September 1916, 1055 hours. biplane flying North at 1165½ m.

Army manoeuvres in September 1916

In 1916, it was decided to organise once more army manoeuvres including the use of aircraft in the autumn. On 16 September, the C.LVA gave orders for the move to Ravenstein and Waalre. Two columns of trucks with trailers transported fuel, oil, tents, bedding etc. The LVA did not have enough trucks and borrowed a number from the Korps Motordienst. The next day local army units prepared the airfields and guard detachments were organised.

The manoeuvres were held on 20-27 September, in the eastern part of Noord Brabant and adjacent Gelderland. As usual, the Red and Blue Armies were to compete. The northern army (Blue) was the IInd Division and the southern army (Red) was the IVth Division. Both were supported by four aircraft. For the Blue Army there were

two Farmans with “roetapparaat” and two interned types. The Red Army had four Farmans, including LA21. The detachments at Vlissingen and Gilze-Rijen. The commander of the Red Army, 1st Lt. C. Land, came from Gilze-Rijen, most likely with his Farman LA32. The commander of the Blue Army, LTZ H. Nieuwenhuis, came from Vlissingen with his M1. They may have brought some ground crew with them.

Bases were near Ravenstein (Blue) and Vetbergen (Red), then open country, but now part of Waalre near Eindhoven.

The Blue Army was to attack from the north, with pontoon bridges over the river Maas, and was to be beaten back by the Red Army

The aerial reconnaissance had different results for the Armies, as apparent from the final reports written mid-1917. Despite many daily sorties, Blue received hardly any useful information, except the for the last day. However, Red was always very well informed. The Blue observers had even missed a pitched battle of infantry, cavalry, artillery, and cyclists. The Blue commanders' report was just 1½ typed sheet, whereas his Red colleague gave a day-to-day report mentioning nearly all sorties and observations, often with a note in pencil: excellent information.

When the reports of the division commanders were evaluated, the reason for the different results was explained: Blue, as attacking army, was always on the move in open country and used pontoon bridges to cross the river Maas and a canal. These activities could not be missed by the Red observers. The Reds operated in a more wooded area, and being on defense, was much less on the move and therefore hardly noticed by the Blue observers.

The C.LVA was present at the maneuvers and kept a keen eye on the operations. In his monthly report (dated 12 October) he had some comments and advice:

a. The air unit will usually be based at remote places. Therefore a kitchen truck is indispensable. The LVA had two on loan which gave sterling service.

b. The air units cannot guard themselves, thus an army detachment must be available to counter attacks on the ground or from the air. One unit commander, however, complained that his guard detachment consisted of drop-outs with an incompetent sergeant. Such a guard is of no use.

c. The hangar tents are very suitable for billeting the personnel, but should have hammocks to avoid sleeping on damp ground. For the staff tents with furniture are needed.

d. The observers badly need a contact person (officer/observer) on the division's staff who receives the reports and co-ordinates orders. Due to the shortage of observers this was not possible.

e. Communications are vital. When the division staff moved, contact with the LVA unit was lost and caused much delay in the transfer of messages. For each aircraft two despatch motorcycle riders are required, and messages must always be delivered by two riders who use different routes. In case the telephone connections cannot follow the division's staff, the use of wireless stations with the LVA units and the staff should be considered.

Soon after the manoeuvres the C.LVA was ordered to destroy the reports.

Meteorological flying

In April, the LVA started meteo flights - 63 in all were made in 1916. Which aircraft were used is not recorded, but Farmans are unlikely.

Some were altitude test flights. On 25 April, Lt. van Heijst reached 3000m with REP LA23 and on 11 November he attained 4241m with Morane LA35, On 17 November, Lts. Versteegh and De Blaauw reached 3700m with 1½ Strutter LA33. The meteorograph was mounted in several positions, but the best position on biplanes was on the outermost wing struts, outside the propeller wake and engine exhaust fumes, in an aerea with minimal vibration.

The KNMI, which since 1911 had a base at Soesterberg, made observations with cable balloons and kites. On 7 June, lightning struck the kite cable when 3140 m was winched out.

The LVA was regularly informed about the KNMI observations.

Glenn Martins in the NEI

Two Martin TA were delivered to the NEI in 1915 at \$20,000 apiece, but they were shortlived. TA1 crashed on 14 February 1916, severely wounding its pilot Lt. Ter Poorten and killing the army commander Lt.gen. J.P. Michielsen. TA2 was w/o in 1917.

On 30 November 1915, the NEI army command asked permission to purchase ten seaplanes and two landplanes, as well as six spare engines. The Colonial Office gave its permission on 12 January 1916.

Glenn Martin wired that these aircraft could be delivered beginning on 22 March 1916 with one per week afterwards - at \$ 10.000 apiece. Engines would cost an additional \$4,200 apiece.

A committee was sent to the US, first led by kap. C.L. Vogelesang and later by Lt. ter Poorten, who had to recover from his injuries. Since the Martin TA was no longer available, . Thus, two TT with 90 hp Hall Scott engines were ordered on 19 April.. They were accepted in July and arrived in the NEI on 5 September. Their serials were TT3 and TT4. (Note 15) In September, ten more aircraft would be ordered: eight R and two TT.

In all, 16 Martins were delivered to the NEI. TA1/2; TT3/6 and TT15/16; and R7/14. The R's were delivered as landplanes, the TT's as seaplanes which were soon converted to landplane.

The navy also planned to buy Martin aircraft. LTZ H.G. van Steijn departed for the USA in August of 1915 and ended up at the Martin factory where he met the NEI officers. The navy decided to order via Trompenburg, which sent aviation pioneer ir. G.P. Küller to the USA as representative. Küller, who had given up flying in 1911, flew the Martin aircraft. On 4 December, he signed an order for four Martin S. LTZ Steensma arrived in the USA in November 1915 in order to replace Van Steijn.

From the beginning, both aircraft, their floats, and their Hall Scott engines gave endless trouble, including structural problems and inadequate performance. The floats had to be redesigned (and re-redesigned), the engines and propellers modified, and this required many repeated tests, some of which ended in failures or accidents. LTZ H.G. van Steijn and OMSD H. Steensma did not see much future in the purchase. The problems troubled Van Steijn so much that he committed suicide in his hotel room on 4 July 1916. He was succeeded by NEI Lt. J. Engelbert van Bevervoorde who had just completed his training with the LVA. Steensma returned to Holland to discuss the problems. After his return to the NEI, he tested the modified S and nearly crashed due to a broken float.

By the end of 1916, the first of four Martin S seaplanes were accepted and in 1917 shipped to Trompenburg for assembly. Early in 1917, the navy ordered two Martin R, which arrived for assembly at Trompenburg in August.

The LVA became involved, but kapt. Walaardt Sacré had serious misgivings about the whole affair, which turned out to be justified with all the troubles that occurred. In November, a test rig for the Hall Scott was built at Soesterberg. The tests were completed in January 1917.

Interned Airmen

German internees were billeted in Bergen, a well-know seaside resort - officers in boarding houses and other ranks in a camp. The former were thus far better off. Once the front had stabilised in 1914, new internees came from the Fliegertruppe and the Marine. The Kasernedienst as introduced when the camp came in use, did not appeal to the NCO newcomers. In the Fliegertruppe, contact between officers and other ranks was very different. Officers and NCO's, as aircrew, had to rely on the other ranks (mechanics, etc.), whereas the latter saw their superiors do the dangerous jobs.

Most of the British internees were billeted in a large camp in Groningen. Initially, officers were not allowed parole and they were interned on the island Urk in the

Zuiderzee and on the old Fort Wierickerschans. Once parole was allowed, they were free to reside elsewhere.

The British were succeeded at Wierickerschans by German officers, until their parole arrangements were determined.

Internees escaped from both Urk and Wierickerschans:

Leutnant Hans Hesse (interned 20 August 1914, Albatros Taube) and Fähnrich zur See Carl Georg Philipp (interned 14 August 1914, FF 19 seaplane) escaped on 12 November 1914. Although life at Bergen was pleasant, Hesse became restless. They had assistance from civilians and returned to their units without problems. They were welcomed - but not for long. They were summoned to Berlin where they were accused of illegal escape and parole breaking. Parole breaking was in Germany (and England) a serious offense. Thus, they were returned to Holland and jailed in the camp. They tried again on 1 February 1915 and crossed the German border near Nijmegen. They reported to a German border guard and were greeted with, "We expected you last week!" Hesse was now in disgrace with the Kaiser, and downgraded to Vizefeldwebel (sergeant). Yet he finished the war as a Hauptmann (captain).

British Fl.Cdr. T.A. Rainey was interned at Urk. In the summer of 1915, he arranged with the help of his sister to obtain a boat to escape. On 29 May, as the boat approached Urk, Rainey escaped his guards and swam to the boat. In the evening he was caught at Edam and returned. He escaped again on 2 November in Den Haag, where he lived in a barracks. Internees had to sign a typed form that they would not plan to escape while out on parole. Rainey had typed out a similar looking form excepty that it said he would escape. The officer escorting him did not notice the very subtle difference. Once in the street, Rainey ran to a car and disappeared. Once home, the Admiralty distrusted the legitimacy of his escape and Rainey had to prove it was really correct. His behaviour in Holland, of which no details are given, was such that there was some consideration to remove him from the service. That appararently was not done.

Later more internees escaped by subtle changes in the parole form.

A real notorious internee was capt. A.L.J. Coutisson, who arrived with Voison LB.4 V245 (later LA22) on 3 February 1915. He tried six times to escape, and in between was court martialled for improper behaviour. He ended up at Urk where British internees complained about his scandalous behaviour. He had to be billeted in a separate house. He was allowed to have his wife with him, but not for long. The lady was not his wife. He started a tunnel which was discovered in time. On 14 July 1916, Coutisson escaped in a motorboat. The alarm was given all along the Zuiderzee, with Rainey's escape fresh in mind. Coutisson reached Zwolle, had a ride in a car, and was last seen in

Amerfoort with on a bike. He made it home and afterwards bitterly complained about conditions in Holland.

d'Humières escaped on 29 March 1916 and also made it home. He was under treatment in the military hospital at Utrecht, under guard as he had twice tried to escape. Yet he was given parole daily 1000-2100 hrs. That evening, he had a short talk with the guard commander, Lt. F.H., and was locked up. A guard was posted outside his room, but d'Humières climbed down from his room and over a wall, and departed in a car. This was seen from another building and someone called an alarm. The guards corporal saw a rope hanging from d'Humières window and a pile of sewer pipes against the wall. It later turned out that he had filed through the window bars.

The guards commander, Lt. F.H., was court-martialled and sentenced to 5 days in jail or f 25. He should have

posted the guards before d'Humières was locked in. That wouldn't have made much difference for the guards' rifles were unloaded and they had the cartridges in a sealed parcel in their pockets.

On 4 May 1916, an RNAS pilot was interned minus aircraft. Fl.Lt. R.E. Greensmith's BE.2C 8412 was hit by Flak near Zeebrugge and he had no choice but to steer for Holland. He didn't make it and ended up 50 meters from the border at the inlet Zwin. Because of approaching German troops Greensmith had no chance to destroy his plane and waded through the Zwin to Holland, where he was received by border guards. The BE was gladly received by the Germans. (Note 16)

Frits Gerdessen (#12), Netherlands.

Notes

1. Memories Willem Warnaar.
2. The first Fokker of the LVA was an A.I (factory type M.8). This highly manoeuvrable 2-seat recce monoplane had given sterling service in the Fliegertruppe in 1914-15, and now served as advanced trainer.
3. See SAFO 141.
4. The Fokker T.5 bomber in 1938 had an excellent intercom. The DB-8A also had an intercom. For the G.1 intercoms were delivered but never fitted.
5. With LVG B.I 223/14, later LA25.
6. In Albatros B.III 876/15, later LA28.
7. The C.LVA had asked for 10 Morane fighters, 10 Caudron recce planes, 25 110 hp Le Rhône and 30 80 hp Le Rhône, at a cost of ca. f 700.000. In addition an amount of f 296.000 for automobiles, radio sets, tents, and other equipment. The MoW reduced the application considerably.
8. In many sources, it is mentioned, that these aircraft were ordered in 1915. This is due to an error in the draft of a monthly report by the C.LVA in 1918. Documents prove clearly that the order was placed early in 1917.
9. In 1917 the navy ordered three more Farmans.
10. This resulted often in arguments with ir. A.G. von Baumhauer, who had studied in Delft, Göttingen, and Zürich. Von Baumhauer (10 Oct. 1891-18 March 1939) designed a helicopter in the mid-twenties. He was killed in the crash of the Boeing 307 NX-19901.
11. FF 29 209, beached on 21 November 1915 at Schiermonnikoog.
12. He became famous for his long-range flights with Dornier Wal flying boats. In WW2 Generalmajor Von Gronau was military attaché in Japan.
13. This flood prompted the decision to build the Afsluitdijk, which turned the Zuider Zee into a lake, the IJsselmeer.
14. Warnaar's memories.
15. At the end of the year, the PVA possessed 1 TA and 2 TT seaplanes. Total flying hours in 1916 were 3.05.
16. On 22 January 1915, Morane L s/n 1845 (RFC No. 3 Sq.), later LA35, was interned minus its pilot. The pilot after landing asked directions and set off for Vlissingen, never to be seen again. His name has been given in literature as A.J. Evans, but that is improbable as he was still liasted as an observer at the time.

Photos on pages 85 & 86.

All photos are via the author unless otherwise noted.
More photos will appear in *The LVA in 1916: Part 2*



The first landing in the tour the 6th March was at Gilze-Rijen. Gen. P.W. Weber (centre, C.O. IVth Division) gave a pep-talk.



The next stop was at Scheveningen beach, where H.M. Queen Wilhelmina, accompanied by Gen. Snijders, inspected aircraft and aircrew.

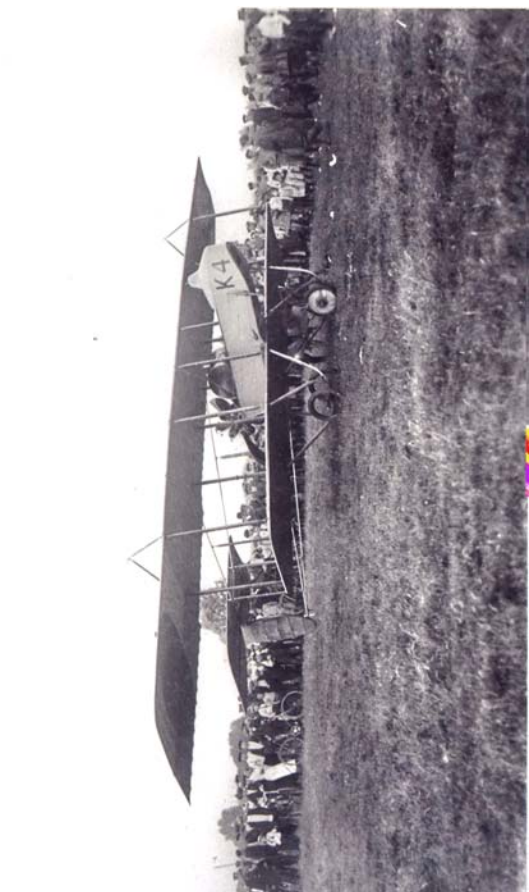


Farman HF.22 LA11 with a Madsen rifle and a roetapparaat under the fuselage. The observer could not see his signals.



AK VERZ. 9-06-'16
VAN GILZE RIJEN
NAAR GRONINGEN
VAN R → L
1. IRMA VREEBURG
2. LTN J.G. DUINKER
3. LTN. G.A. KOPPEN
4. LTN. W. VERSTEEGH
5. ADM. B. OLTHOFF

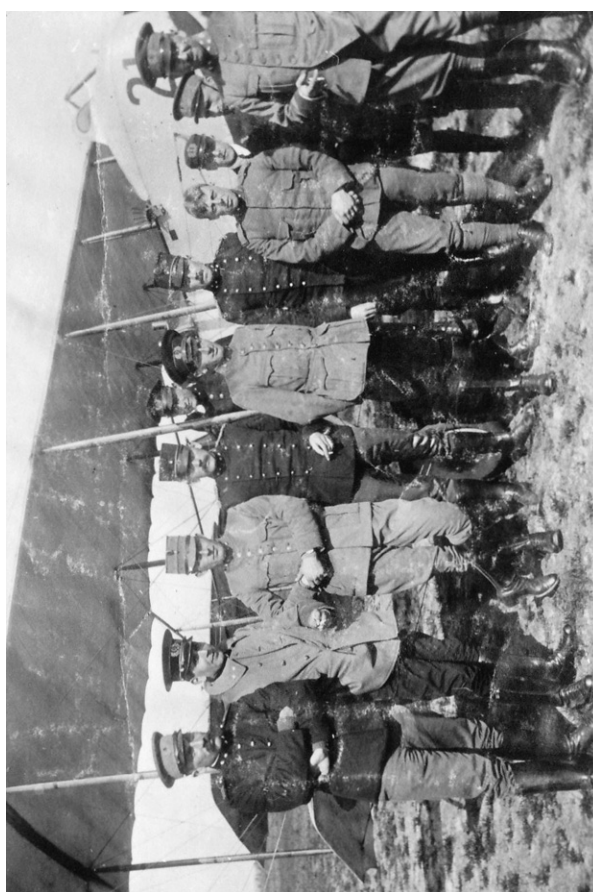
Bram Olthoff mailed this photo the 9th June 1916 to a friend. Lt. Duinker was the duty pilot at Gilze-Rijen. Right to left: ing. H.A. Vreeburg, lt. J.G.C. Duinker, lt. G.A. Koppen, lt. W.C.J. Versteegh, Bram Olthoff. Versteegh and Koppen apparently made a visit. 3 Farmans are visible. The notes on the photo are made by Wim Boomgaard. Collection Wim Boomgaard.



Colonial Farman K4, possibly after an emergency landing.



Lt. Versteegh with mechanics. At left Albatros B.II LA31, at right LVG B.II LA29. LA31 was ex 610/15, interned 28th February 1916.



The aircrew of the Red Squadron in the army manoeuvres in September 1916 - posing before Farman HF.20 LA21.



After the hangar collapsed due to a heavy storm on 24 December, the place is cleared. The Farman LA32 is due to be transported off.

The Fiat C.R.20 in Service

Part 2

Lithuania & Austria

Rudolf Höfling

[This is the continuation of a translation of an article that appeared in *Flieger Revue X* #51. The first part appeared in SAFO #158 and covered the C.R.20 in service with the Regia Aeronautica. The following parts will cover service with the air forces of seven other countries in the order in which they were received beginning with Lithuania and Austria. The translation is by Goggle with assistance from Jim Sanders and clarifications by the author, Rudi Höfling. All photos are from the author unless otherwise noted.]

Lithuania

In 1927, Lieutenant Colonel. Karucevicius, commander of the Karo Aviacija (of the Lithuanian Air Force), was replaced by Lieutenant Colonel. Stasys Pundzevicius, who continued the modernization program begun by his predecessor. In addition to the accelerated production of indigenous aircraft (for example, ANBO aircraft from the military aircraft workshop in Kovno), in 1928 Lithuania ordered 15 Fiat C.R.20 for its air force. These C.R.20 were purchased in 1929, delivered the following year, and put in service with the 2nd Fighter Group. In what was probably a purely Lithuanian modification, skis were installed for use during the severe Lithuanian winters.

In its ten years of service, this fighter delighted the pilots of the Karo Aviacija, but achieved no great popularity because of frequent accidents resulting in the death of five Lithuanian pilots.

On 15 June 1940, the day of the occupation of the country by the Soviet Union, the 2nd Fighter Group, under the command of Maj. J. Adomaitis, was at the airfield Freda in Kaunas. It had seven C.R.20 in service. (Note 8) The eighth aircraft of this unit was an ANBO-51 trainer.

By July 1941, all seven Lithuanian Fiats were in Soviet possession, but two were in damaged condition. The use of these Fiats by the German Luftwaffe or the Lithuanian "air force" is not known, but it seems unlikely that these obsolete aircraft were placed into service.

Note

Of the seven Lithuanian Fiat C.R.20, only five were operational, namely 34, 35, 36, 38, and 40. Numbers 31 and 41 were in repair at the Karo Aviacijos Dirbtuvės, the workshops of the Lithuanian Air Force.



Fiat C.R.20 of the Lithuanian 7.Squadron prepare for takeoff .



In 1930, to modernize its air units, Lithuania ordered fifteen Fiat C.R.20.



Lithuanian C.R.20 over Kaunas.

Austria

Early in July 1933, Defense Minister Karl Vaugoin ordered fighter planes from Italy which were to be delivered by September of the same year. The acquisitions was under the direction of General of Infantry Artur Schiebel, the commander of the Austrian Air Forces. On 18 July 1933, Alexander Löhr and the Italian military attaché Lt.Col. Fabbry began negotiations over the types of aircraft, the number of each type, and payment and delivery terms. Löhr chose the Fiat C.R.20B and C.R.20bis. Six aircraft were purchased with equipment, armament, and spare parts. One half of these machines would be permanently kept ready for use, while the other half would be used for training and as a reserve. Two pilots, Lieutenants Walter Vogler and Johann Schalk, and Capt. Ing. Hämmerle, and aircraft guard Wawrin were sent immediately to Furbara, a military airfield south of Rome for training on the new aircraft. After the arrival of the first aircraft at Graz-Thalerhof, the training of the other pilots and mechanics would be carried out in Austria.

The first five Austrian Fiat C.R.20bis arrived on 18 August 1933 at Graz-Thalerhof and were assigned temporarily civilian identifications A-23, A-33, A-43, A-53 and A-63. (Note 9) There were only two pilots who possessed the necessary training to fly the Fiats – those who had been trained in Italy. Austrian pilots who already had acquired the A-license in an Austrian flying school were sent to the German Pilot School for obtaining the B-certificate. Also needed were Austrians trained to maintain these Italian fighters as well as armorers. In addition, the increased fuel requirements had to be covered in neighboring countries. Initially, the requirements for operating supplies for C.R.20s (fuel, etc.) were provided by the FIAT representative in Vienna.

On August 28, 1933, Alexander Löhr appointed First Lieutenant Johann Schalk as commander of Jagdstaffel 1 (Fighter Squadron 1) at Graz-Thalerhof. Thus, Schalk became the first commander of an Austrian fighter squadron since the end of the First World War. On 5 September of the same year, the training of additional officers as fighter pilots was ordered. Until the arrival of the first two-seat Fiat C.R.20B, air combat and gunnery practice were with the existing single-seaters.

On 4 April 1934, a total of seven Fiat C.R.20 were on the inventory of the Austrian Armed Forces.

The first five Fiats had been joined in August 1933 by two Fiat C.R.20B two-seater that were given the registrations A-103 and A-203. C.R.20B A-103, which carried service number 11, later received the registration A-202. The seven C.R.20bis at Graz-Thalerhof received civilian designations: A-209 to A-215.

In the following years, more Fiats gradually arrived from Italy, and by April 1936 the Austrian Air Force had a total of 34 Fiat C.R.20bis, C.R.20bisAQ, and C.R.20B. Jagdstaffel 1 had eleven single-seaters and three two-seaters, and Jagdstaffel 2 had eleven single-seaters and one two-seater. These aircraft were stationed at Graz-Thalerhof, Klagenfurt-Annabichl, and Vienna-Aspern. The remaining eight machines were held in reserve by Jagdstaffel 1. The operating cost per flight hour calculated by the Austrian Armed Forces were: 96.26 schilling for the Fiat C.R.20bis and 92.66 schilling for the C.R.20B. The Fiats carried the Austrian cockades and military service numbers 11 to 19 and 110-134.

On 9 April, 1934, eight months after the arrival of the first Fiats in Austria, the first major accident occurred. At Graz-Thalerhof, student pilot Andreas in C.R.20B A-63, with an Italian flight instructor on board, collided with a Udet U 12 Flamingo A-74 flown by Lt. Friedrich Tomaschek and Gfr. Wolfgang Mayer. Both crews survived the crash unscathed, but A-63 was 70% damaged and the Flamingo was a complete write-off.

Since the Austrian Fiat C.R.20 were employed mainly as trainers, further accidents were inevitable. Between 1934 and early 1938, because of accidents five machines of this type were written off as a total loss.

As part of the training of fighter pilots, gunnery practice was carried out at Oggau near Lake Neusiedl. On 6 April 1937, Fiat C.R.20bis service number 113 had its propeller shot off. On 21 June of the same year, Lt. Gamringer in the same aircraft lost a propeller blade to his machineguns. Four days later, Fiat with the service number 15 had its propeller riddled, and on 7 July 1937, in a similar incident, C.R.20, service number 114, had nine holes shot in its propeller. These incidents were attributed to poor Italian ammunition which tended to misfire, and from that moment on this ammunition was used only on the ground for aligning the machineguns.

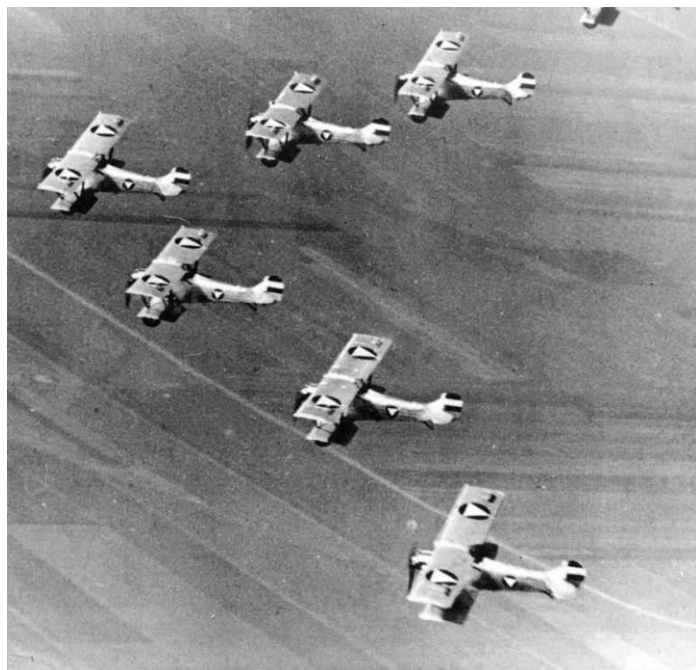
In 1936, German planes violated Austrian airspace to drop propaganda leaflets over Salzburg. Austrian Fiats intercepted these German planes and escorted them back across the border. The deployment of Fiat C.R.20bis to border airfields resulted in no further leaflet drops over Austrian territory by German aircraft.

In the following years, the operational readiness of the one- and two-seat Fiat C.R.20 in the Austrian Air Force continuously declined. By 5 December 1936, only 13 C.R.20s were operational (eight additional C.R.20bis were still held in reserve). On 15 June 1937, only 11 machines were reported in flying condition. At the time of the German invasion on 13 March 1938 and the annexation of Austria into the III Reich, the remaining Fiat C.R.20 (19 C.R.20bis and three C.R.20B) were taken over by the Luftwaffe. At least seven of these were issued to Training Regiment 24 in Klagenfurt where they were still in service as late as 1940. The remaining ten C.R.20bis, among whom some were wrecks and a C.R.20B were transferred to the Zeugamt Erding in Bavaria, from where these planes were sent to various workshops for disposal. (Note 10)

Notes

9. These civilian identifications were the original markings of: Magdlener II, a two-seat biplane A-23 - crashed on June 6, 1927, two Junkers F 13 (A-33 and A-53) of the Austrian air traffic AG (ÖLAG), a Udet U-12 Flamingo A-43 - crashed on July 6, 1928, and a De Havilland Moth DH60G (A-63).

10 According to other sources, all four Fiat C.R.20B were transferred to the Zeugamt Erding and still ready to use. All single-seat C.R.20bis went to Training Regiment 24 of the Luftwaffe. Seven machines were provided for sale to Hungary.



The C.R.20 served with the Austrian air force as a primary trainer.



The CR.20bis arrived in Austria carrying Civil Registration. (Jerzy Pukiewicz)



Austrian CR.20bis at Graz-Thalerhof, 1934

More photos on pages 74, 107, & 108.

International Security Assistance Force Aviation

Part 2

Emblems and Unit Badges

Ted Koppel

It should be noted that the accompanying depictions most frequently simplified certain color areas (usually in cases of white lettering on multicolored backgrounds). The drawings are intended primarily for the identification of the pertinent designs. Most of the emblems shown were for wear on uniforms/flight suits, but some also appeared on signage and equipment and, rather rarely, on aircraft (as German and Spanish examples). They could be manufactured in cloth (most common), plastic, or as decals, and in a few instances even as metal badges. They could be official, semi-official, or quite frequently contracted unofficially by a unit or individual. There were at times also commercially-produced souvenir designs. Many emblems appeared in full color depictions, with some having also a subdued version in dark colors or, more often, in low-vis desert tones of tan and browns. As can be seen from the examples herewith, often each personnel rotation (as the Canadian "rotos")

adopted their own version of a unit badge or even something very different. But all reflect a period or wartime history. [Identifying the exact rotation-timing from the numbers on the emblem designs can be a bit tricky as rotation durations sometimes varied between different ISAF contributors or even in units from different branches of service within one nation. Complicating matters at times was the usage of Roman numerals as rotational designators, which may or may not match the Roman numerals usually used to identify each ISAF mandate from the United Nations Security Council. Even the UNSC mandates varied a bit. For example, what came to be ISAF I covered the period 22 December 2001 to 18 June 2002 and ISAF VI was from 9 August 2004 to 12 February 2005, most being roughly six-months periods. The drawings are identified by [page/number].

Australia

"AUSTRALIAN AIR COMPONENT / TASK GROUP 633.2 / MIDDLE EAST" [7/45]

"AUSTRALIAN AIR COMPONENT / TASK UNIT 633.2.7 HERON UAV / LITTLE AUSSIE DEVILS – AFGHANISTAN" [8/A]

"AUSTRALIAN CH-47 / BRAHMANS" [1/1]

"AUSTRALIAN CH-47 DET / OP SLIPPER / TG 633.7 / KANDAHAR AFGHANISTAN" [1/2]

Belgium

"ISAF - OPERATION FINGAL / 501 SQN - KARACHI 2002 -15 WING" (Joint detachment: the 501 is Portuguese) [5/39]

"F-16 FIGHTING FALCON / ISAF" [1/6]

"1 NLD/BEL EEA F-16 DET ISAF / 2005 / EASTERN EAGLE" [4/27]

"EASTERN EAGLE 2005 / 2 NLD/BEL EEA F-16 DET ISAF" [4/28]

"OPERATION GUARDIAN FALCON / (ISAF) / KANDAHAR 2008-2009" [7/46]

"GOING SOMEWHERE? TAKE OUR HERC! / ISAF XII (TAKSI) / BE DET C130" [7/47]

Canada

"CDN-NLD COMBINED AIR BRIDGE / (Arabic script) / CAMP MIRAGE" [1/3]

"TASK FORCE FREEDOM / CHE (A) ROTO 8" (Is "E" error for "F" -or "Element"?) [2/10]

"CANADIAN HELICOPTER FORCE / AVIATION BATTALION / ROTO 8/ AFGHANISTAN" [7/48]

"TF GANDER / CANADIAN HELICOPTER FORCE (AFGHANISTAN)" [1/5]

"CHF(A) ROTO 11 / PUGNAMUS FINITUM / TF FREEDOM" [7/49]

"ROTO 11 / KANDAHAR" (final aviation personnel rotation, 2011) [7/50]

"TASK FORCE EREBUS ROTO 9 / SEMPER VIGILO" [8/F]

"ROTO 7 / HOMELESS HOOKERS" [2/9]

"TASK FORCE EREBUS / ISAF" [8/E]

"HERON / WRAITH / UAV FLIGHT" [8/B]

"HERON UAV FLIGHT / ROTO (1?) / AFGHANISTAN" [8/C]

"HERON UAV / ROTO 7 / TFK AFGHANISTAN" (TFK = Task Force Kandahar) [8/D]

"HOMELESS HOOKERS" [2/8]

"FIRST IN LAST OUT / TASK FORCE CANUCK / AFGHANISTAN / ONE TEAM ONE MISSION" [7/51]

Denmark

"HWKAR / RDAF HELDET ISAF 08" (KAR = Karup, in Denmark) [1/7]

"KANDAHAR / RDAF C-130J AFG" [2/11]

France

"OPERATION SERPENTAIRE" [1/4]
"SERPENTAIRE 2 / ISAF -OEF" [2/12]
"SERPENTAIRE 2 / TALIBANS CAN'T HIDE ANYMORE / ISAF - OEF" [2/13]
"KANDAHAR / MIRAGE F-1 CR" [7/52]
"FRENCH SUICIDE HELICOPTER BOMBER TEAM / KABUL" (featuring the "Scratchy" character from TV's "The Simpsons") [7/53]

Germany

"EINSATZGESCHWADER TERMEZ / (ISAF) / UZBEKISTAN" [2/14]
"SANITATSSTAFFEL TERMEZ / (ISAF) / C-160 AIR MEDICAL EVACUATION CH-53GS" [2/15]
"TERMEZ 2004 / CSU AIR MED EVAC CH-53" [3/17]
"ISAF KABUL / HELI UNIT" [6/left]
"CH-53 GS / NAZGUL" [3/16]
"KMNB / ART AUFKL BTTR ISAF" [8/G]
"EINSATZGESCHWADER MAZAR-E SHARIF" [1/bottom]
"FOLLOW ME / CAMP MARMAL BASE COMMAND AFG / WE KEEP THEM FLYING" [8/lower]

Hungary

"MI-17 AMT / ISAF" (Could be for Mi-8/17AMT or Air Ment. Tm.?) [3/19]
"HUNGARIAN AIR FORCE / MI-24-HIND" (In low-vis. desert colors) [3/18]

Italy

"ISAF XII / (script) / ATTACK HELICOPTER SQUADRON" [7/54]
"ISAF / 21st TIGER SQN. AFGHANISTAN" [3/21]
"T.G. ALBATROS / AFGHANISTAN" [3/20]
"TASK GROUP ASTORE / JATF / HERAT - AFGHANISTAN" [8/H]
"ITAF TASK FORCE 'SEAGULL' / ISAF / KABUL 2006" [3/22]
"TASK GROUP SHARK / (ISAF) / VAE VICTIS / CAMP ARENA - HERAT" [7/55]
"TASK GROUP BLACK CATS / HERAT" [3/23]

Lithuania

"438 AEW, 738 AEAG / LITHUANIAN AAT-4" (fifth rotation) [3/24]

NATO [6/bottom]

"NATO AWACS / MAZAR-E-SHARIF / E-3A COMPONENT"
"OPERATION 'AFGHAN ASSIST') (ISAF) / SQUADRON 2"
"AFGHANISTAN ROT0 20 / AGE QUOD AGIS / NATO AWACS" (for Canadian crew contribution)

Netherlands

"MANAS 2004 / RNLAF / NATO ISAF" [4/25]
"TERMEZ 2004 / PRT ISAF / RNLAF GAF" (PRT = Provincial Reconstruction Team) [4/26]
"CND-NLD COMBINED AIR BRIDGE / CAMP MIRAGE" [1/3]
"FIRST FIGHTER WING / ISAF AFGHANISTAN 2005" [4/29]
"F-16 FIGHTING FALCON / ISAF" [1/6]
"1 NLD/BEL EEA F-16 DET ISAF / 2005/ EASTERN EAGLE" [4/27]
"EASTERN EAGLE 2005 / 2 NLD/BEL EEA F-16 DET ISAF" [4/28]
"1 (NLD-NOR) EEA F-16 DET ISAF-4 / 2006" [4/30]
"2 (NLD NOR) EEA F-16 DET ISAF-5 / 2006" [4/31]
"ISAF / 311 SQN / KANDAHAR AB" [4/33]
"312 RNLAF ISAF SQN / KANDAHAR AB" [4/34]
"ISAF / 322 / KANDAHAR AB" [4/35]
"1 NL HELODET ISAF / AH46D APACHE" [4/32]
"ISAF KABUL / HELI-DET" [6/bottom]
"ISAF / DET 4 / LAST TO LEAVE / NETHERLANDS APACHE DETACHMENT" [7/56]

Norway

"1 (NLD-NOR) EEA F-16 DET ISAF-4 / 2006" [4/30]
"2 (NLD NOR) EEA F-16 DET ISAF-5 / 2006" [4/31]

"RNoAF - F16 / (ISAF) / OPERATION AFGHAN FALCON" [4/36]

Poland

"ISAF 2008/ POLISH HELICOPTER DETACHMENT" [5/38]

"56 PSB / VI / SGP AFGANISTAN" (sic) 5/37]

Portugal

"ISAF - OPERATION FINGAL / 501 SQN - KARACHI 2002 - 15 WING" [5/39]

Singapore

"SINGAPORE / ACCURATE RELEVANT TIMELY / UAV TASK GROUP" [8/I]

Spain

"KIRGUISTAN MIZAR / B. A. MANAS" [5/41]

"ALA 35 / ALCOR / ISAF" [5/40]

"ISAF / ASPUHEL X" [6/top]

"HELISAF / AFGHANISTAN / ISAF" [6/top]

"UAV PASI / ISAF / QUOCUMQUE FUGIES PASI TE VIDEBIT" [8/J]

"UPASI X / (USAF) / RINT UNIDAD UAV 'MAESTRAZGO'" [8/K]

"UPASI XII / RINT 1 / UNIDAD UAV" [8/L]

Turkey

"APOD - KABUL / ISAF / TURKISH AIR FORCE" (APOD = Aerial Port of Debarkation; also seen as "Airport of Disembarkation") [8/bottom]

"RC-C TU HELI DET / ISAF" (RC-C = Regional Command - Capital) [5/43]

United Kingdom

"JOINT HELICOPTER FORCE (AFGHANISTAN)" [5/44]

ISAF MARKINGS

As evident in the illustrations, the mission title appeared in various lettering styles, most frequently in white. The ISAF emblem was usually used in its original white-on-green colors, with only a very few low-visibility depictions. (It may be noted that the title and logo were presented in even, greater variety on ground vehicles!) The ISAF identifications were used on the

aircraft of only a few of the air arms, and then primarily on initial deployments from 2001 on. As in later years the combat conditions became more intense, in general most bright markings were removed from, or never applied to, the subsequent aircraft deployments.

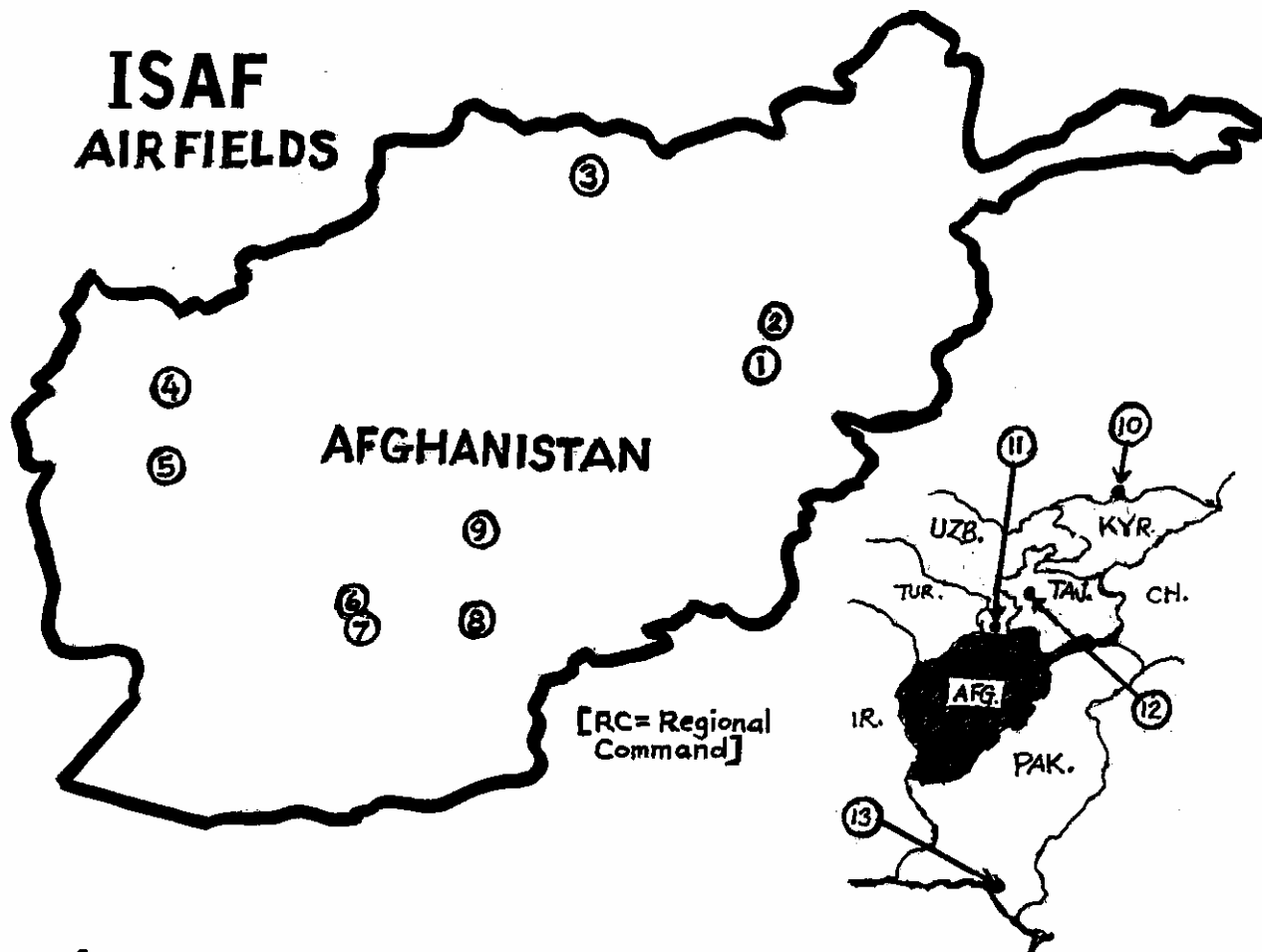
Individual Aircraft Markings

The practice of decorating a specific aircraft was seemingly not as prevalent in Afghanistan as it had been during the past wars, from WWI through Iraq. A few photos show some examples. Two RAF Harriers sported different seemingly-nude "pin-up" female silhouettes on the nose ("Michelle" and "Lucy"). One Polish Hip had two large staring eyeballs above the cabin. An overall low-visibility-finished Australian Chinook seemed to incongruously carry big light-colored disc-design amidship. A few Canadian Chinook, similarly in dull camo, showed artwork on the side of the nose, for example: a red female-demon with wings; a design with the words "JACK'D UP;" another with "BLACK JACK;" and a glamorous female pin-up, "MISS. BEHAVIN'" (in the style of the old WWII/Korea aircraft decorations)! An Italian AMX had a tail-fin/rudder commemorative design (in black) of a jet and script lettering, "Task Group 'Black Cats' 500 fh" [flight hours]. At least one

Italian Navy EH 101 was seen with a small silhouette map of Afghanistan on its side with the scorpion logo of Camp Arena/Herat superimposed. Other aircraft displayed an additional national flag, as in the cases of Italy and Turkey. A bit more common may have been the smaller mission tallies of various kinds, seen on the noses of Italian Hercules and British Harriers, Tornados, and Hercules. Even a "wound" tally appeared on an Italian Chinook. On most aircraft, especially on the low-vis camo ones, these would at times be difficult to discern in reproduced photos.

In general, it is hoped that more detailed surveys will emerge on all the aviation aspects of ISAF, along with further pictorial information.

Ted Koppel (SAFCH #118), USA.



AFGHANISTAN:

- ① *Kabul (KAIA)*
Kabul Province. _____ RC(C)
- ② *Bagram*
Parwan Prov. _____ RC(E)
- ③ *Mazar-e Sharif,*
"Camp Marmal"
Balkh Prov. _____ RC(N)
- ④ *Herat, "Camp Arena"*
Herat Prov. _____ RC(W)
- ⑤ *Shindand*
Herat Prov. _____ [WITHIN RC(W)]
- ⑥ *"Camp Bastion"* } _____ [RC(S)]
- ⑦ *Lashgar Gah* } [LATER BECAME RC(SW)]
Helmand Prov.
- ⑧ *Kandahar*
Kandahar Prov. _____ RC(S)
- ⑨ *Tarin Kowt*
Uruzgan Prov. _____ [WITHIN RC(S)]

KYRGYZSTAN:

- ⑩ *Manas A.B.*

PAKISTAN:

- ⑬ *Karachi* (2001-2002 only)

TAJIKISTAN:

- ⑫ *Dushanbe*

UZBEKISTAN:

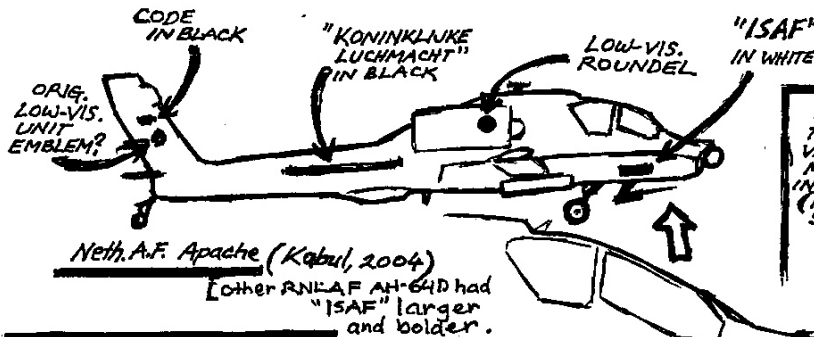
- ⑪ *Termez A.B.*

T.K., '14



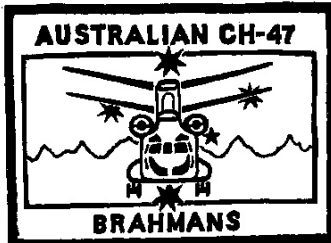
OFFICIAL
MISSION EMBLEM
(WHITE ON GREEN)

MULTINATIONAL MISSIONS NOTES:

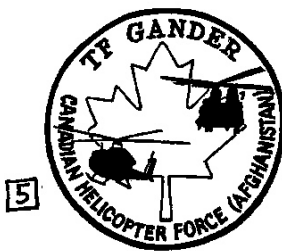


SOME
TITLE
VARIETIES,
MOSTLY
IN WHITE
(not to
scale)

ISAF
ISAF
ISAF
ISAF
ISAF
ISAF
ISAF



SEE TEXT FOR
UNITS AND AIR
CRAFT

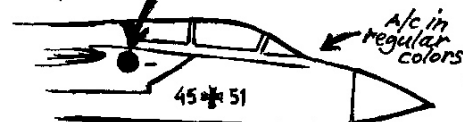


- OTHER NATIONS
REPRESENTED
- 1 Australia
 - 2 Canada and Netherlands
 - 3 France
 - 5 Canada
 - 6 Belgium (& Netherlands)
 - 7 Denmark

It.A.F.
Tornado
"T.G. Devil"
(2009)
Black on
gray low-
vis. a/c.



Ger.A.F.
Tornado
(Mazar-e
Sharif,
2007)
Full color,
both sides,
all a/c.



NOTE: DRAWINGS NOT TO SCALE

T.K. 2014

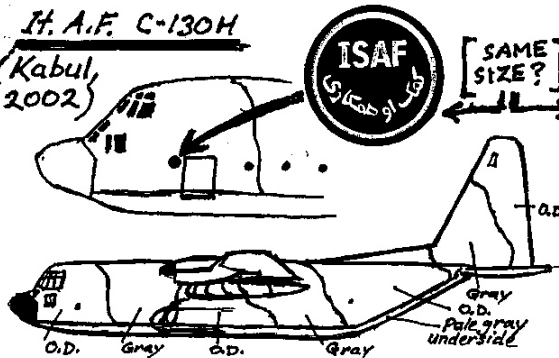
ISAF (Afghanistan, 2001-2014)

Page 2

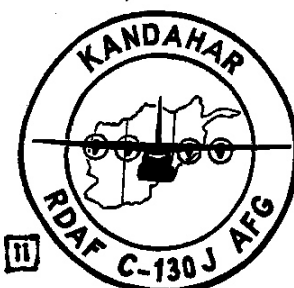
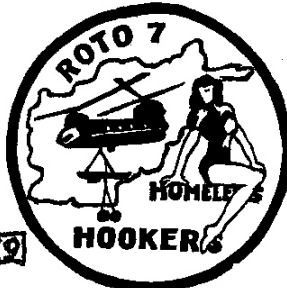
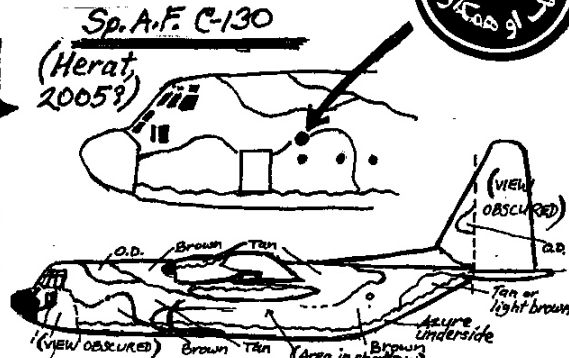


MULTINATIONAL MISSIONS NOTES:

It. A.F. C-130H
(Kabul, 2002)



Sp. A.F. C-130
(Herat, 2005?)



8 9 10 Canada, 11 Denmark,
12 13 France, 14 15 Germany

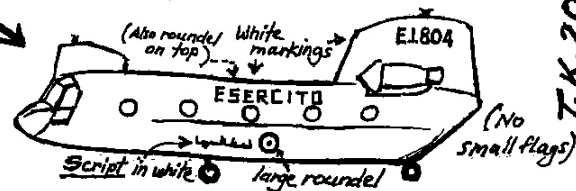
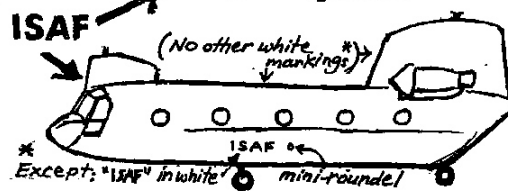
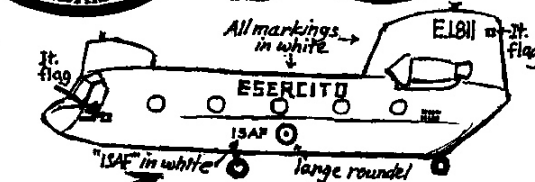
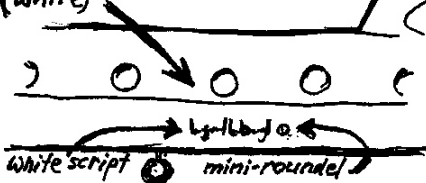
It. Army Chinooks

T.F. "Eracle" (Kabul, Herat, 2005-07)
T.G. "Fenice" → T.F. → Avn. Bn. (Herat, '07-'13?)

کوتل او همکار

Approx. script (stencil?)
(white) - details needed.

Later CH-47s
eliminated
all white
markings.



NOTE: DRAWINGS NOT TO SCALE

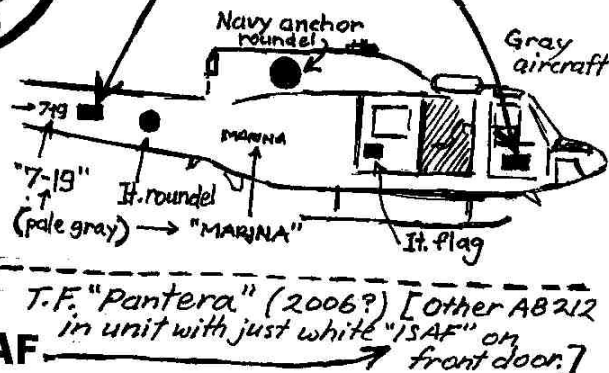
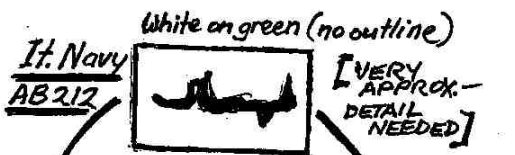
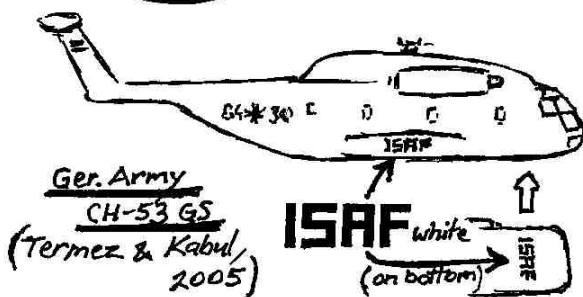
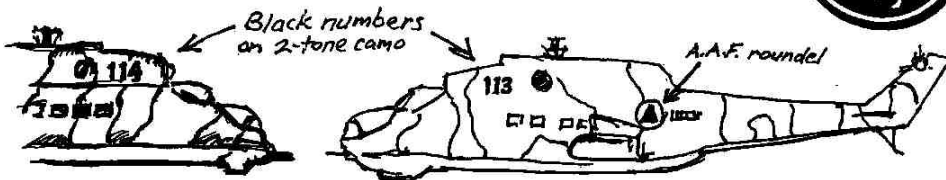
T.K. 2014

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MULTINATIONAL MISSIONS NOTES:

Afgh. A.F.
Mil Mi-35
flown by
Hung. A.F.
(Kabul, 2011)



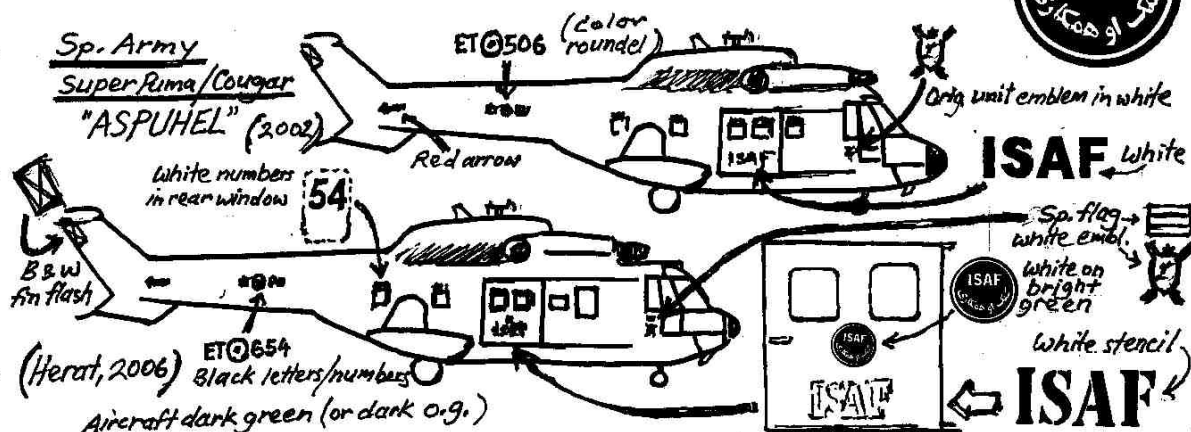
16-17 Germany, 18-19 Hungary, 20-23 Italy, 24 Lithuania

NOTE: DRAWINGS NOT TO SCALE

T.K. 2014



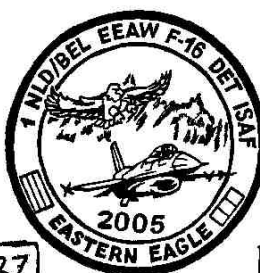
MULTINATIONAL MISSIONS NOTES:



25



26



27



28



29



30



31



32



33



34



35



36

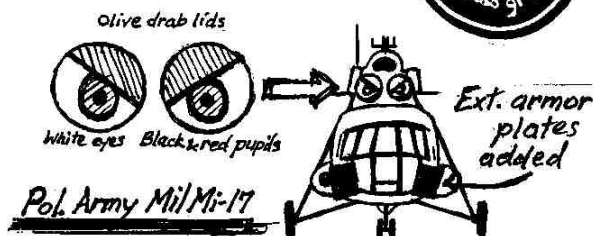
NOTE: DRAWINGS NOT TO SCALE

T.K. 2014

25-26 Netherlands, 27-28 Netherlands and Belgium, 29 Neth.,
30-31 Netherlands and Norway, 32-35 Netherlands, 36 Norway



MULTINATIONAL MISSIONS NOTES:



- 37-38 Poland
- 39 Portugal & Belgium
- 40-42 Spain
- 43 Turkey
- 44 United Kingdom

NOTE: DRAWINGS NOT TO SCALE

It. A.F. AB212

T.F. "Seagull"
and later
T.F. "Tigre" (Kabul)



ISAF

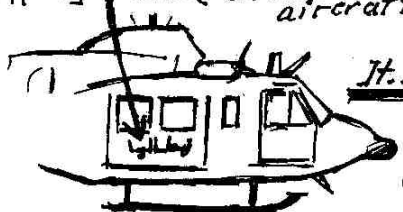
Light gray
on subtle
two-tone camo.

Low-vis. emblem:

Light gray on
medium gray,
on light gray
aircraft.



[Approx.] white on O.D. aircraft

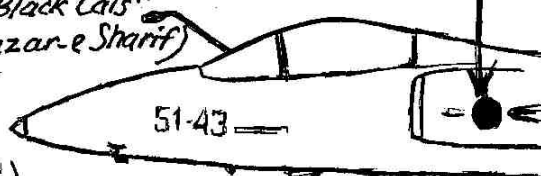


It. Army

Avn. Bn.
"Fenice"
(Herat, 2011)

It. A.F. AMX

T.G. "Black Cats"
(Mazar-e Sharif)



Peace/Force Project, T. Koppel (SAFCH #118), USA

T.K. 2014

ISAF (Afghanistan, 2001-2014)

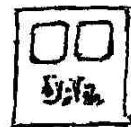
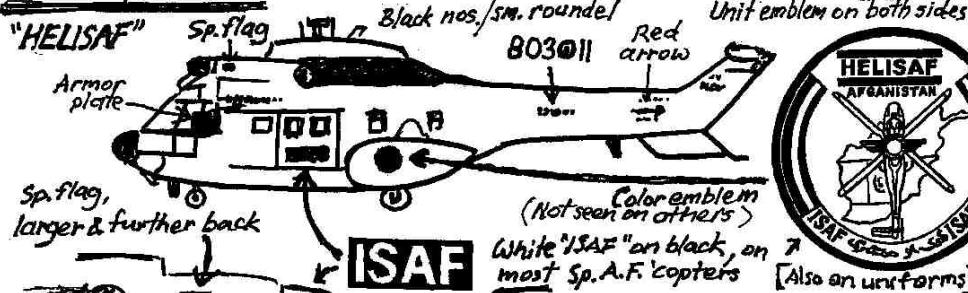
Page 6



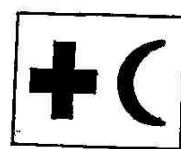
MULTINATIONAL MISSIONS NOTES:

Sp.A.F. Super Pumas

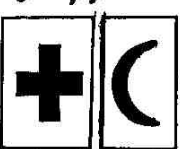
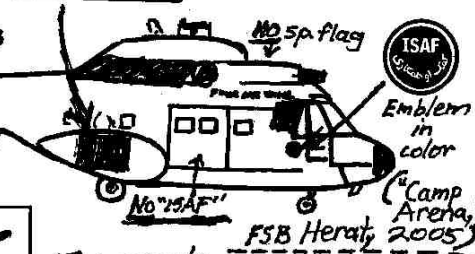
"HELISAF"



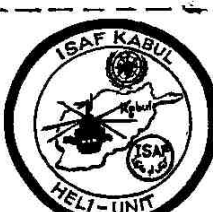
Right side door: "ISAF" decal peeling off. Lesser damage more frequent.



Cross and crescent in red, outlined in black, on white (without outline).



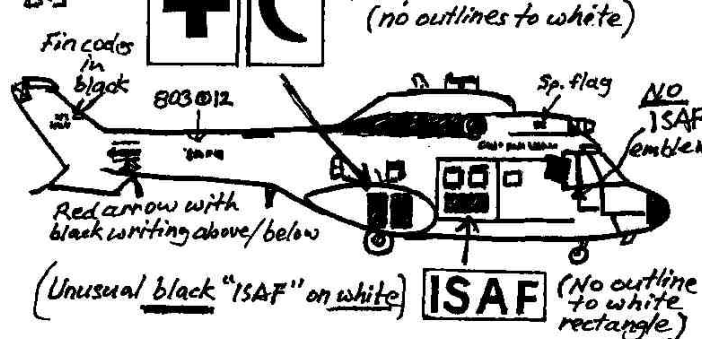
Two panels (no outlines to white)



Multi: Germany, Neth., Turkey

[X] Later, extra added (gray)?

"803014" had black warning arrow, instead of the common red color (2013)



Germany



Netherlands

NATO Early Warning detachments



(Canadian crew contribution)

NOTE: DRAWINGS NOT TO SCALE

T.K. 2014

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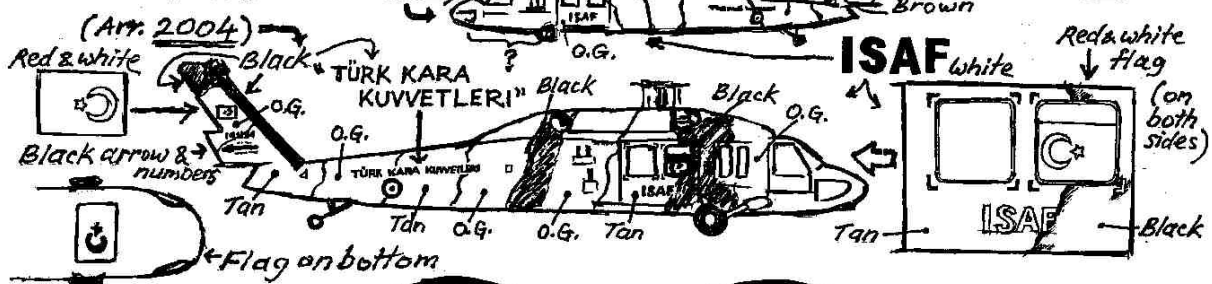
ISAF (Afghanistan, 2001-2014)

Page 7



MULTINATIONAL MISSIONS NOTES:

Turk. A.F. UH-60
Kabul Hel-Unit



45



46



47



48



49



50



51



52



53



54



55

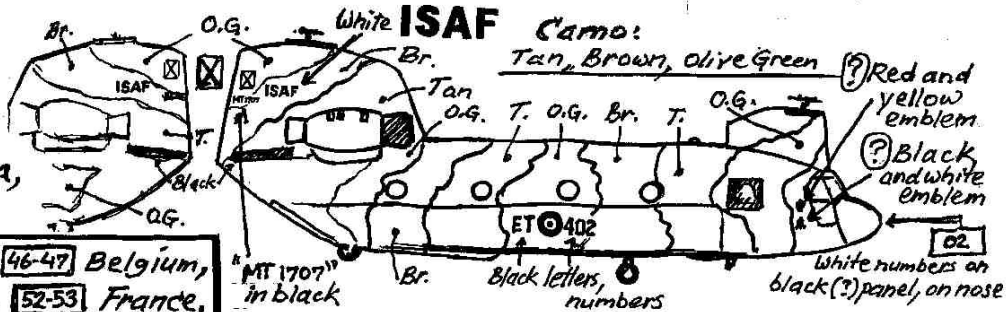


56

NOTE: DRAWINGS NOT TO SCALE

Sp. Army
CH-47

"ASPUHEL"
(Camp Arena, 2008)



- 45 Australia, 46-47 Belgium,
- 48-51 Canada, 52-53 France,
- 54-55 Italy, 56 Netherlands

Peace/Force Project, T. Koppel (SAFCH #118), USA

T.K. 2014

ISAF (Afghanistan, 2001-2014)

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MULTINATIONAL MISSIONS NOTES:



[A.R.]



[F.F.]

Canadă

[N.T.]

R.C.A.F. ** CH-178 *** (2011)

(2011)

Cdn. Fcs. CU-161* (2006)

[F.F.]

1

(2006)

[N.T.]

All marks
medium
gray

Orig. illus. green
upper, black marks.
later phot., lt. gray finish.

All marks very pale gray
on warm tan finish

SOME UNMANNED AIRCRAFT UNITS



(Various countries)



Germany



Turkey



NOTE: DRAWINGS NOT TO SCALE

T.K. 2014

(A) Australia, (B-F) Canada, (G) Germany, (H) Italy, (I) Singapore, (J-L) Spain

Peace/Force Project, T. Koppel (SAFCH #118), USA

Luis Tuya: South American Paladin

[Author's note: This is an article about Luis Tuya an Uruguayan airman who took part in the both the Chaco War and the Spanish Civil War:. It is a translation from a Spanish website from whom I received authorization for translating and publishing it in SAFO. I wish to thank them for their kindness. Christian Hotte (#902), France.]

Luis Tuya was born in Duraznito, Uruguay, in 1905. From a very early age he was attracted to aviation. He enlisted in the Military Aviation of Uruguay, experiencing his first flight on March 3, 1928. He soloed on an Avro 504K on October 24, 1928. On March 15, 1929, he obtained Pilot's brevet No. 26. He immediately began the course to obtain the Pilot's Military brevet, but he left the Military School of Aviation in April, 1929. During his time in the military, he accumulated 58 hours 40 minutes of flying time.

After leaving the military, driven by his adventurous spirit, he travels to Paraguay where he volunteered to fight in the war between Paraguay and Bolivia – the Chaco War. During his participation in that conflict, he proved his skills as a pilot while flying a Potez 25A2, successfully fulfilling a variety of missions. Considered brave and very professional, he always seemed to be looking for glory with a touch of aggressiveness and irrationality.

He was decorated for his accomplishments during the conflict and was considered a hero in Paraguay. He was Promoted to the grade of the First Lieutenant and was granted the Cross of Chaco among other honors.

When he arrived back to Uruguay, he did not receive the same accolades that he had received in Paraguay. Mariano González Cardona, the editor of the newspaper *La Época*, reported, "When the war was over, he got back to his village thinking, perhaps with logical optimism, to find a crowd waiting for someone who was triumphantly returning to his country. He felt the bitter reality of the incomprehension and neglect."

After the Spanish Civil war broke out in 1936, like many other Latin Americans, he traveled to the "Mother Country", arriving in September of 1936. At this time, there were many mercenaries who were entering the fight for monetary reasons, but when Luis Tuya presented his credentials he said, "I only

want a plane. I do not need money to defend justice!"

Based on the experience had acquired in Uruguay and Paraguay, he easily passed the tests to qualify as a combat pilot. After demonstrating his skills in several units, he was assigned to a fighter squadron equipped with the famous Polikarpov I-15.

On April 16, 1937, during combat, over the Teruel Front, he was shot down and was killed. There are several versions of this action, but they all confirm Luis's heroism while facing the enemy.

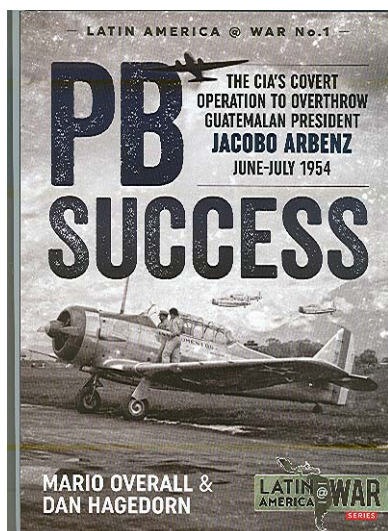
According to the article "El Héroe Olvidado" by Colonel (Av.) Rodolfo Pereyra, "Luis Tuya was a brave man with firm convictions who the end found him doing what he wished - flying and fighting for the sake of his ideals". He added, "He was the first Uruguayan aviator who risked his life in combat showing all the conditions that a pilot must possess for the protection of his Fatherland, distinguishing him as 'The precursor of Combat Aviation of the Uruguayan Air Force.'"

Memorial

In Santiago Vazquez, a city to the west of Montevideo, in the square "Segunda República Española", there exists a monument with names of 54 Uruguayan who fought, including several who died, while serving in the International Brigades opposing Francisco Franco and the fascist troops of Benito Mussolini and the Nazi, defending the Spanish Republic.

P.S: It is estimated that between 40 thousand and 50 thousand persons, of several nationalities, went to Spain to defend the Republic. More than 10 thousand died during the civil war.

From: <http://www.ecorepublicano.es/2013/11/luis-tuya-un-aviador-un-heroe.html>



PBSuccess: The CIA's Covert Operation to Overthrow Guatemalan President Jacobo Arbenz; June-July 1954, by Mario Overall and Dan Hagedorn. Latin America @ War, No. 1. 128 A4 pages. Softcover. 120 b&w photos, tables, maps, and 12 color profiles. \$49.95. Casemate Publishers. www.casematepublishing.com.

"In January 1954, at the peak of the so-called 'Cold War', the U.S. Government set out to overthrow the Government of Guatemalan President of Jacobo Arbenz, who had been deemed a Communist and a dangerous influence in Central America. Hence the Central Intelligence Agency was ordered to launch a clandestine paramilitary operation, code-named 'Project PBSuccess', thus setting a precedent in a region that was considered the U.S. backyard. Six months later, Arbenz was out and a new 'rulling junta', more agreeable to U.S. interest had replaced him."

This book covers all aspects of 'Operation PBSuccess' including the CIA involvement, combat on the ground, and action in the air. With Dan Hagedorn as a co-author, readers can be assured that the story of the Guatemalan and the 'Liberation' air forces are extensively and accurately covered.

There are 12 color profile drawings:

- Liberation Forces Cessna 180 & 140, and unmarked C-47, P-38L, & P-47N.
- Guatemalan Air Force C-47, AT-6 (2), P-26A (2), AT-11, & P-47N).

These profiles are well-drawn in a large format with no more than two to a page.

There are nine pages of maps. Three cover Central America presenting the major players in the drama: Guatemala, Honduras, El Salvador, Nicaragua, Costa Rica, and Panama. Four other maps display the frontier with the distribution of the attacking Liberation Forces. Two are of the movement of troop during critical battles. [Editor's note: Long-time SAFO readers know how much I appreciate maps, but these disappointed. Several could have been combined and the art work over all is rather juvenile.

The appendices are: "Abbreviations and CIA Code Names" (2 pages), "Liberation Air Force Aircraft" (one page listing 12 aircraft), "Guatemalan Air Force Aircraft, June 1954" (one page listing 23 aircraft), and "PBSuccess Air Operations Phase IIIB and IV" (5 pages detailing every combat sortie from 27 May to 20 June).

It is amazing to read how naïve and incompetent the CIA was. If there is any lesson to be learned from 'Operation PBSuccess', it is that a democracy can not, and should not, engage in clandestine operations – it will always end up with egg on its face.



The Eagles of Canton: Aviation in South China. The Early Period, by Lennart Andersson. 94 pages. English text. Published 2016 as an E-book (PDF

format, 3.2MB) Payment by IBAN/BIC transfer in Europe, or by PayPal (worldwide). Price: SEK 99.00 (approx USD 11.00) E-mail your order to [Orderklan\[at\]z-bok.se](mailto:Orderklan[at]z-bok.se).

[Author's note: "I would like to inform our readers about a new book that I have just finished. It's an e-book, my first, and the decision to do an e-book is a bit of an experiment. The subject is so narrow that the only other option was print-on-demand."]

[Editor's note: I'm not a fan of e-books. I find them fatiguing to read from a computer screen and difficult to toggle back and forth on while doing a review. However, this book is so interesting that I've had fun reviewing it.]

The *Preface* describes the purpose of the book: "This book is a detailed study of aviation in the city of Canton and in the Kwangtung Province in South China during the period before 1927. It is based on original reports and other material found in American, British, German, and Russian archives, as well as contemporary Chinese newspapers in English. Compared with my book *A History of Chinese Aviation. Encyclopedia of Aircraft and Aviation in China until 1949*, this is the result of an even deeper digging into available sources that provides a much better understanding of the aviation scene in South China during this early period.

"Aviation is often closely linked to politics and war, and the constant struggle between those in power in China at this time constitutes the background for most of the aviation activities. Canton was one of the most prominent power centres, and aviation in this part of China can be regarded as a separate entity that developed independently of what happened, for example, in Peking.

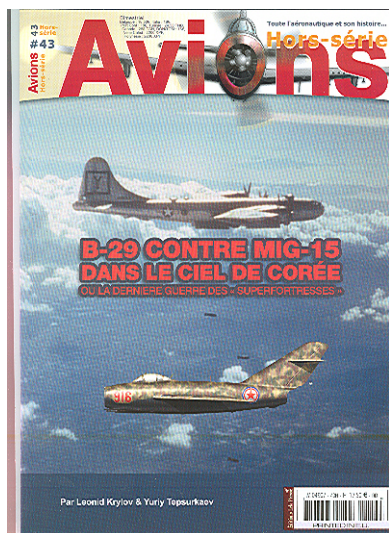
"In fact, several different air forces existed also in Canton, even in the period prior to 1927. The first one was organised by Sun Yat-sen and his first government in Canton. When he was forced away in 1922, his adversaries set up their own air force in the city, and Sun organized a new air force that later moved back to Canton when he returned there in 1923. When the Nationalist Government moved to Nanking in 1927, the air force was split in two. The Central Government Air

Force was built in Nanking from a number of aircraft removed from Canton, but simultaneously a 'new' air force was organized and then greatly enlarged by those in charge in Canton. Thus, the fourth Canton air force became one of the largest in China and existed as a more or less separate entity until 1936. This book deal with the first, second and third Canton air forces."

The text, in English, is illustrated by 61 photos of personnel and aircraft, three useful maps, a color profile drawing of a Polikarpov R-1 (Russian-built DH-9A), and color drawings of the Kuomintang flag and the Canton air forces national insignia.

A table "Aircraft used during the period 1917 to 1927" list: Aeromarine 39B, Breguet 14A2, Caudron C.59, Curtiss H-16, Curtiss HS-2L, Curtiss JN-4 Jenny, Curtiss N-9C, Curtiss Oriole, Curtiss Pusher, DH-4, Friesley Falcon, Junkers F-13, Morane MS 35, R-1 (DH-4A), Rosemonde, Schreck FBA, Standard, and U-1 (Avro 504K).

If you're interested in early aviation and are not allergic to e-books, you will find this book interesting. If this book sells well, Lennart might be encouraged to publish more of the stories that the fans of the small air forces enjoy, but are too exotic to be published in hard copy.



B-29 contre MiG-15 dans le ciel de Corée, ou la dernière guerre des Superfortresses, by Leonid Krylov and Yuriy Tepsurkaev. Hors-Série Avions #43. 96 A-4 pages in French. Softbound. 160 photos and 40 color profiles. Lela

Presse. www.avions-bateaux.com. Com. 17.50 €

This book is a useful compliment to Doug Dildy's series in SAFO on the North Korean Air Force during the Korean War. As the title indicates, it covers the combat of Chinese and Russian MiG-15 (with the latter adorned with North Korean national markings) against USAF B-29s. The text is in French. Almost all the 27 MiGs-15 profiles are of aircraft in the ubiquitous color scheme of overall silver. However, the modeller looking for something different will be delighted by the inclusions of three "North Korean" Mig-15s camouflages in two tones of brown.

The book is divided into three parts and four appendices:

Part 1 "La guerre de l'aube au coucher du soleil" (The war from dawn to sunset). (56 pages) Thirty color profiles: B-29 (10), Chinese MiG-15 (4) & North Korean Mi-15 (16).

The subsections are:

- Une operation de police. (A police action.)
- Le bond vers le nord. (A leap to the north.)
- L'histoire de la "devinette coréenne". (The story of the "Korean riddle".)
- Les premières rencontres dans "l'allée des MiG". (The first encounters in "MiG Alley").
- La protection des ponts. "Protection of the bridges."
- La grande journée du Bomber Command. (A great day for Bomber Command.)
- Une bombe "intelligente". Vraiment? (A "smart" bomb. Really?)
- Objectif: les terrains d'aviation. (Objective: Airfields.)
- Le "Mardi noir". ("Black Tuesday".)
- Les derniers combats de jour. (The last daylight combats.)

Part 2 "La guerre aérienne du crépuscule à l'aube" (The air war from dusk to dawn) (26 pages) Ten color profiles: B-29 (3), North Korean MiG-15 (7)

Part 3 "Les rôles invisibles des Superfortress" (The invisible roles of Superfortress) (2 pages)

"Conclusion" (2 pages)

Appendices: (a) "Formations et unités du de l'U.S. Air Force Bomber Command in Extrême-Orient" (b) "Les unités du 64^e corps aérien de chasse (62 IAK)" (c) Résultats des combats aériens contre les B-29 (Novembre 1950 à Octobre 1951)" (d) "Résultats des combats aériens contre les B-29 (Juin 1952 à Janvier 1953)"

Since the authors are both Russian, I suspect the text will provide new insights into the Russian interpretation of the events described. However, with the usual Lela Presse presentation consisting of numerous well-reproduced photos and brilliant color profiles, this book is highly recommended for enthusiasts interested in the air war over Korea – even those not be fluent in French.. It is available from the SAFCH Sales Service safcho@redshift.com for \$17 plus postage.



Les Kamikaze: Le sacrifice ultime de l'aviation japonaise, by Michel Ledet. Batailles Aériennes #02. 128 A-4 pages in French. Softbound. 210 photos and 30 color profiles. Lela Presse. Ww.avions-bateaux.com. 18.90 €

While not about a small air force, this book will be of interest to many SAFO readers. The usual Lela Presse's extensive photo coverage consists mostly of burning USN ships, but does not neglect coverage of Japanese and USN aircraft. However, the main attraction for those not conversant in French is the large number of color profiles of Japanese aircraft.

The chapters are:

- "Les Philippines" (40 pages);

- The 30 color profiles are large (no more than 2 or 3 to a page) and of excellent quality:

- Yokosuka D4Y3 (1) & D4Y4 (1) Judy, P1Y1 Francis (1), and Ohka Baka (1).

This book is highly recommended to everyone interested in the Pacific War, especially in its last phases. Knowledge of the French language is not necessary to appreciate the color profiles. This book is available from the SAFCH Sales Service safo@redshift.com for \$19 plus postage.

Junkers Ju 52/3mg4e bomber versions. 1/72-scale conversion kit with cast resin parts, etched brass parts, and decals. Owl Models, Opava, Czech Republic.

After decades of waiting, there is finally a set of parts available to convert a 1/72-scale kit of the Junkers Ju 52/3m into the bomber version. I've been hoping for such a set ever since Wes Moore produced a 1.72-scale Ju 52/3m ventral 'dustbin' decades ago.

The Owl Model conversion set is designed for the Italeri kit #1265, and is available in four different variations. Each kit contains exactly the same parts – only the decals are different. Available are: R72026 Spanish Republican; R72052 Austrian; R76059 Spanish Nationalists; and R72061 Portuguese; R72063.

Four-view color drawings are provided for all aircraft. These drawings

for the Spanish Civil War versions are not very accurate – period b&w photos should be consulted.

All components necessary to accomplish this conversion are provided as seen in the parts layout below:

These conversion kits can be obtained from Owl Models for 580.00 czk each or from Hannants (UK) for £ 25.00 each.

Tom Sarbaugh (#497), USA.

Mitsubishi A6M5 Model 52 Zero. 1/32-scale paper model with history (in Czech), scale drawings, and color profiles. 12 pages. 8.5 inches by 12.5 inches.

A. van der Aa (#1731) from the Netherlands sent this interesting publication commenting “Found this while cleaning the house. I’ve no idea

how I got it! I do not speak or read Czech.”

This large-format booklet consists of four pages of history (in Czech), two pages of multi-view scale drawings, two pages of drawings of interior and external details, two pages of instructions and drawings on how to construct the model, a page of photos of the completed model, an excellent cover painting, a page with 7 color profiles, and finally three pages of the kit's parts on sturdy glossy paper stock. The photos of the model show that it is so well designed that it's hard to believe this is a paper model.

This unique blend of a booklet and paper model kit is available from the SAFCH Sales Service safo@redshift.com for \$5.00 plus postage. I hope somebody can give it a good home.

[Editor's Note It has been a long time since I have been able to review new decals from Antarqui. This was caused by minor production problems at Antarqui. With the arrival of two new twin-packs, the drought is over – and the wait was well worthwhile with decals for Paraguay and Venezuela Fiat CR.32.]



Venezuela & Paraguay Fiat CR.32.
1/72-scale decals. Twin-pack. Antarqui
Decals. \$9.00.

For the modeler interested in adding a model of the Fiat CR.32 in other than Italian or Spanish Civil War markings, I recommend this attractive pair of Latin American Fiats.

The decals for the Venezuelan CR.20 (75 mm by 40 mm) consist of roundels for usual four places, two of the complicated fin flash, and two '20' for the fuselage – all printed on an aluminum background.

The decals for the Paraguayan CR.20 (85 mm by 50 mm) consist of roundels



"Here are some addition comments for Ted Koppel's article on the ISAF (SAFO #158). The Norwegian Aeromedical Detachment (NAD) was deployed in Meymaneh between April 2008 and October 2012 with three Bell 412 helicopters and crew on 24 hours standby for evacuating patients from the field. One of the helicopters were armed with two Miniguns to provide close protection. 100,000 flight-hours with the Norwegian Bell 412 was commemorated in December 2009 in Meymaneh. The helicopter deployment ended after 4.5 years in October 2012 with 245 missions completed evacuating a total of 270 people.¹ A two-part documentary named "Livredderne i Afghanistan (Lifesavers in Afghanistan)" about the NAD was produced by Bitmill for Viasat 4 in 2010.

<<https://www.youtube.com/watch?v=pYvTnBuh8wI>> and <<https://www.youtube.com/watch?v=N TznC1nIRqw>>. (In Norwegian with English sub-titles available). <https://en.wikipedia.org/wiki/Provincial_Reconstruction_Team_Meymaneh>.

"In addition, six RNoAF Bell 412s were upgraded from the original SP (Special Performance) to HP (High Performance) for operations with special forces and use in international operations. Bell 412HP helicopters were also given better protection against heat-seeking missiles, fitted with armored seats, and had improved communication equipment including SATCOM. This enabled NAD to have three helicopters in Afghanistan at any time. The helicopters usually operated in pairs, one configured for medivac, the other as an escort armed with two M-134 Gatlings firing out of the side doors, gunners mostly drawn from special forces personnel."

Knut Erik Hagen (#904), Norway.

"A couple additions to Ted Koppel's International Security Assistance Force Aviation. I was at

Kandahar Airfield in 2009, and I observed the following aircraft.

Afghanistan: ANAAC flew a couple MI-17 helicopters flying out of KAF during the latter half 2009. One was downed during that period.

United Arab Emirates: UAE had a squadron of UH-1 Hueys at KAF.

United Kingdom: RAF flew Raytheon Sentinel for a SIGINT mission. One helicopter crashed in mid-2009 and had to be destroyed.

Not necessarily small air forces; the U.S. Department of State flew a Bassler DC-3 between Kandahar and Bagram Airfields."

Alan Hawk (#721), USA.

"I am tardy in getting some notes to you on Santiago Rivas' article in No.157 on the elegant I.A.30 Nancu (which, for years, I have had in my files as Namcu!) This was a very welcome article, but as Santiago did not give the actual date of the loss of the aircraft in 1949, the AOB data I have may be suspect. The AOB's for 1 January, 1 April and 1 July 1949, all show one aircraft, but so does the one for 1 January 1950. This is probably understandable because, as Santiago noted, it probably languished "repairable" after the crash and was thus probably still counted on strength. However, subsequent and much later AOB's still showed one aircraft! The AOB ending in December 1954 still showed one, as did that for 1 January 1955 ('not assigned to a tactical unit'), 15 May 1952 (listed as 'test' in the attack category), 1 July 1952 ('no unit of assignment' and listed as a bomber) and, finally, and perhaps most incredibly, that for 2 January 1957 which listed it as a '...potential mission aircraft!' This seems to suggest that perhaps some repair was attempted after all and that the aircraft languished, intact at FMA/DINFIA.

"With regard to the *Exotic Birds* 7 photo exposition by Greg Kozak: the FAH (Honduran) Bell 412EP on page 29 really isn't displaying a 'new roundel' but, rather, a convention of the traditional wing bands configured for helicopters which who do not have wings on which to affix the traditional bands!"

Dan Hagedorn (#394), USA.

"I'm not sure if you can help or not, but I am trying to identify a single Polish RWD-8 that was demonstrated in Brazil circa October 1934-March 1935. Do you have any Polish aero-historian members that you can refer me to?"

Dan Hagedorn (#394), USA.

[Editor: If you can help Dan, let me know (safo@redshift.com) and I'll put you into contact with Dan.]

"Paul Whelan informed me he found two new photos (on ebaydeutschland.de) of Condor Legion Bf 109E-3 of 1/J88 '6o93' that may show Jose 'Falco' Sanmartine's second victory on February 6, 1939. The first shows '6o93' at Vilajuiga before being dismantled. The second shows '6o93' after being dismantled and hidden under some trees.

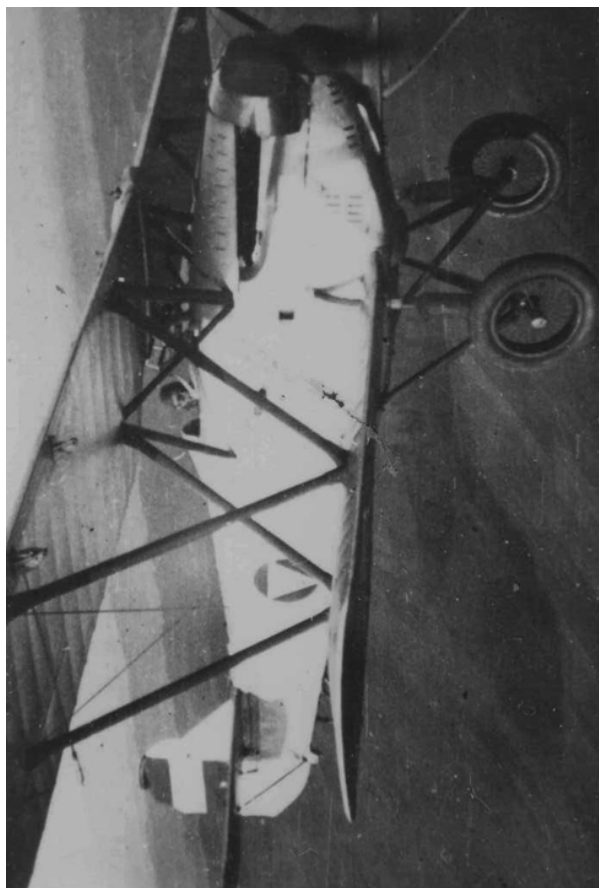
"Jose stated that the Nirminger parachute tag that he kept did not come from the cockpit of '6o22', but from a second Messerschmitt he encountered while walking from his crash-landed I-15."

Tom Sarbaugh (#797), USA.

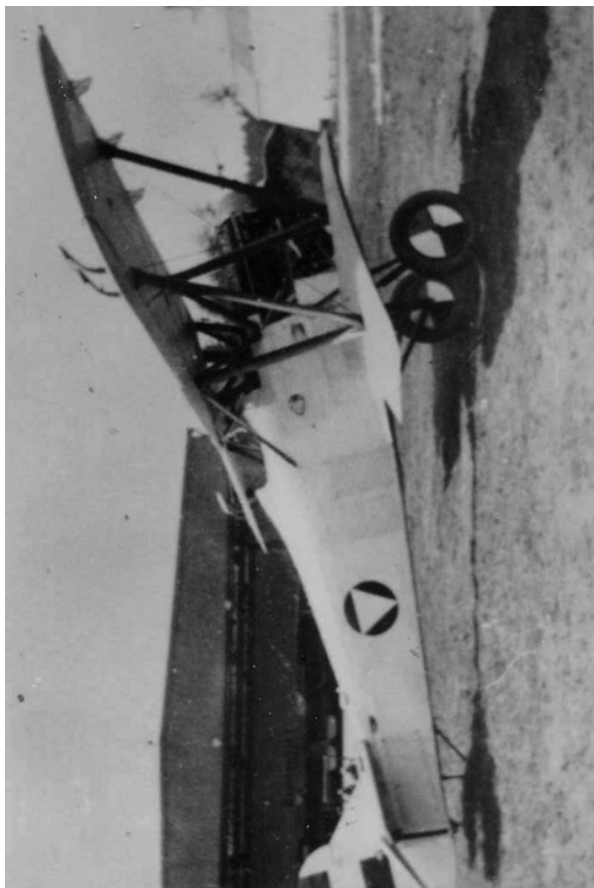
"Jack Herris is preparing a book on Albatros aircraft of WWI. Three volumes actually. He needs photos of the restored Albatros B.II (I think) in Poland. Who would be a good contact?"

Colin Owers (#261), Australia.

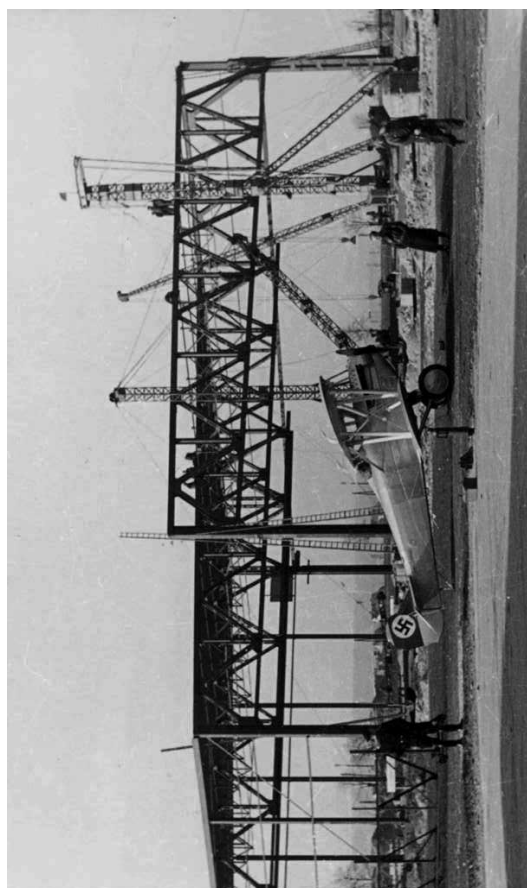
[Editor: If you can help Jack, let me know (safo@redshift.com) and I'll put you into contact with Colin.]



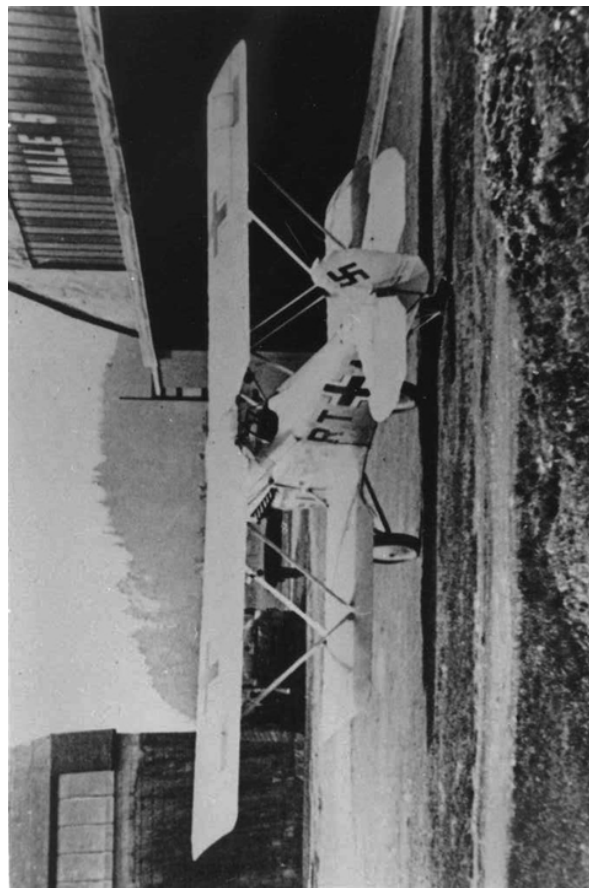
In 1936, German planes violated Austrian airspace dropping propaganda leaflets over Salzburg. The stationing of Fiat C.R.20 on border airfields stopped further incursions. (Wernfried Haberfellner)



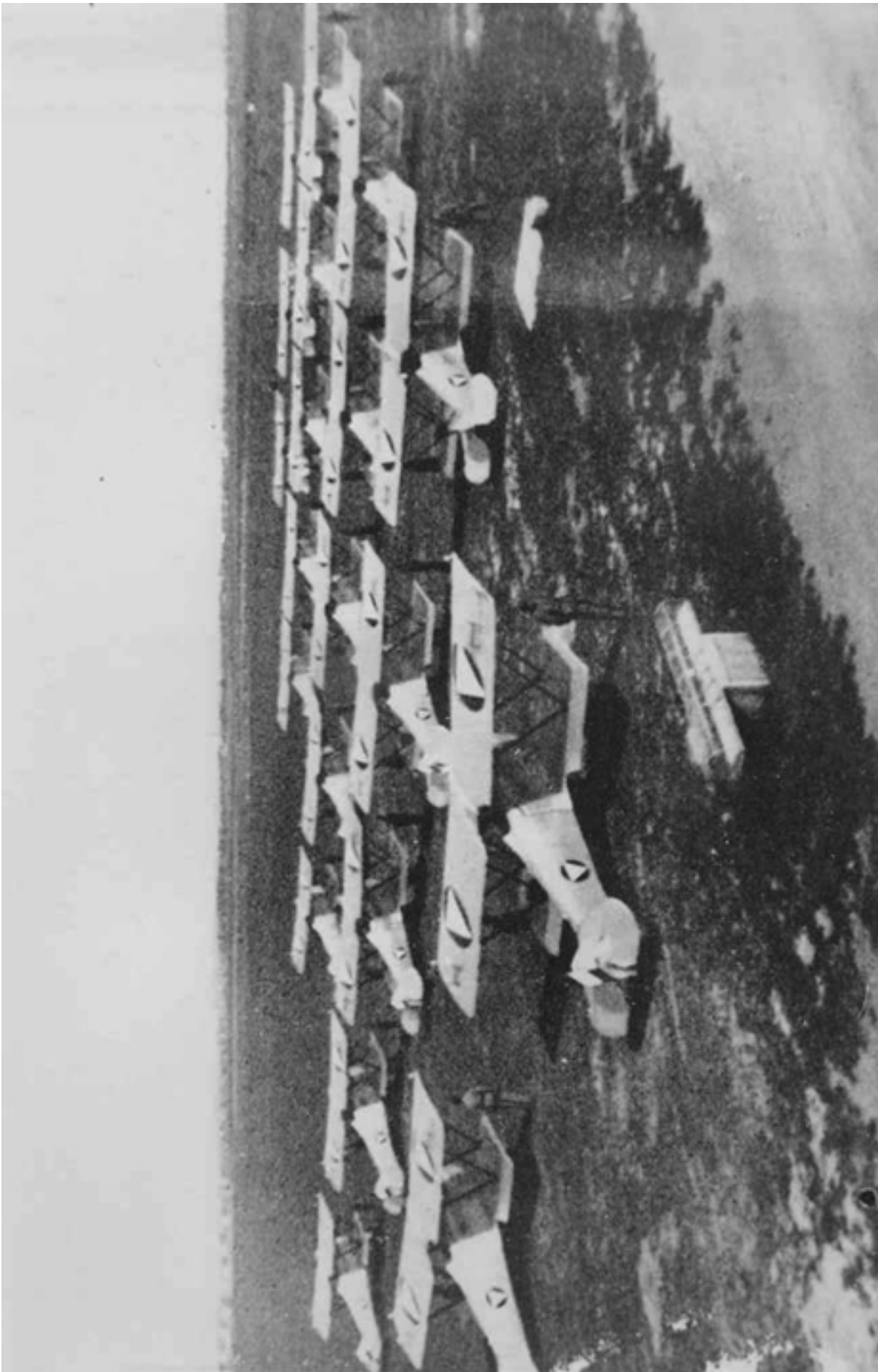
Fiat CR.20bis in Austria. (Harold Thiele)



After the Anschluss on 12 March 1938, 19 C.R.20bis and three C.R.20 B were absorbed into the German Luftwaffe. (Wernfried Haberfellner)



In 1940, at least seven former Austrian C.R.20 were still in use with Luftwaffe Ausbildungsregiment 24 at Klagenfurt.



Austrian Fiat CR.20bis at Aspen, Austria, 1937.